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ILLINOIS CENTRAL MAGAZINE

The Penny That Brings Us Our Meal

Stopping the Waste in Production
Herbert Hoover

Why Rates Cannot Be Reduced
Samuel O. Dunn

Sending Them North on Ice
T. J Quigley

Weights and Claims for Coal
M. P. Blauvelt

The Public's Moral Obligation
E. I. Lewis

Campaign to Save Fuel Is On
J. B. Hamilton

Ladders Our Executives Climbed

JULY 1921

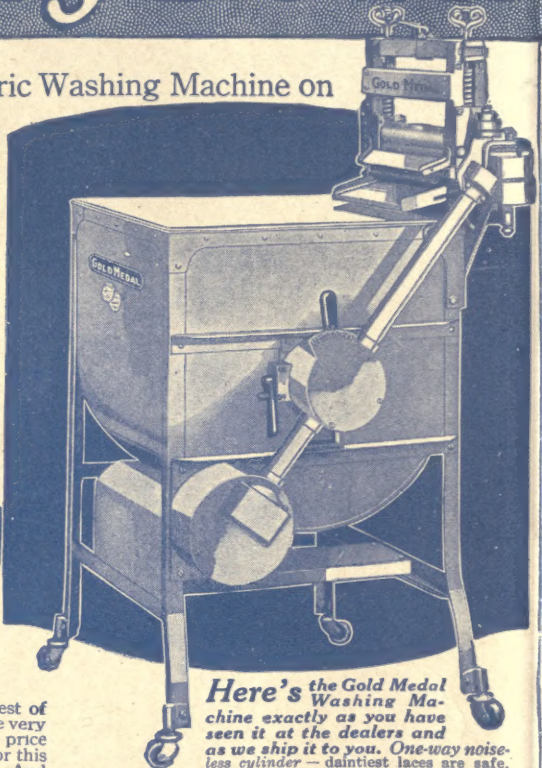
No Money Down

The Genuine GOLD MEDAL Electric Washing Machine on

4 Weeks Trial

Sensational offer—send coupon for free catalog. The world's best machine—the winner of the Gold Medal at the Panama-Pacific Exposition in 1915—sent direct to your home for four weeks of washing *without a penny down!* Convince yourself *first.* No risk to you. Not a penny of cost—not even freight charges—if not satisfied. And:—for a limited time, on a special factory output, only

$99.50!



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$4.00 a Month!

Easy terms depending upon amount of first payment—but no money in advance—four weeks' trial first—then, if satisfied, a year to pay!

Here's the Gold Medal Washing Machine exactly as you have seen it at the dealers and as we ship it to you. *One-way noiseless cylinder*—daintiest laces are safe. *Lovell Electric Swinging Wringer with Automatic Safety Release*, recognized the best wringer made. DOMESTIC ball-bearing motor, known as best for washers. Automatic oiling. *All moving parts enclosed—no danger to children.* Celebrated Armco Rust-Resisting Iron (used throughout) is proof against any kind of water, soap and alkalis. A good sized family washing finished in about 1½ hours at a cost of only 2½ cents for electricity. Can be run from any electric light socket or from a farm lighting plant. Every Gold Medal machine shipped on this offer is **sold on a**

10-Year Guarantee This written guarantee sent with every machine. Longest and most sweeping absolute guarantee ever given on a washing machine. Sample copy sent with catalog.

Catalog Free

5000 of These

1921 Model Gold Medal Washing Machines were offered to us by the manufacturer (who was overstocked) at the factory cost *for quick sale.* We guarantee that these machines were formerly priced by the factory, to sell at $150.00 up. But on this factory output offer, only $99.50 direct to you—the equal in value of other machines at huge prices—$150.00 and up. And on 4 weeks free trial and easy terms.

Send coupon—no obligation. Get our completely illustrated catalog, FREE. Learn about our special factory output offer:—5,000 Genuine Gold Medal Electric Washing Machines, 1921 Model, *while they last* $99.50! First come, first served. Don't wait—send for catalog *now!*

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West 35th Street Chicago, Illinois

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Dept. B406 W. 35th St., Chicago

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Name .....

Address .....

Madam: It is time to get through with THE DRUDGERY OF THE WASHBOARD *which has killed more women than war has killed men.* Surely the family can save enough for the small monthly payment to keep the mother well and happy. Send this coupon for free catalog *now!*

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Edward H. Baker

Edward Homer Baker was born at Mason, Effingham County, Ill., August 23, 1870. He attended grammar school, which was all the schooling he has had except night school. He was employed as freight brakeman May 8, 1888; promoted to freight conductor September 4, 1890; promoted to passenger conductor November 2, 1895; promoted to trainmaster September 12, 1912, Champaign district, Illinois division. He was trainmaster on the Champaign district seven years. June 1, 1919, he was transferred to be trainmaster of the Chicago district, Illinois division. June 15, 1920, he was promoted to be supervisor of passenger service employes for the system. He was a conductor on the Daylight Special for ten years.

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Illinois Central Magazine

VOLUME 10 JULY, 1921 NUMBER 1

Public Has a Moral Obligation Toward Property in Its Service

E. I. Lewis, New Member of Interstate Commerce Commission, Sees a Duty on Both Sides

THE public has a moral obligation to provide adequate maintenance, replacement and return on property dedicated to the public service, E. I. Lewis, member of the Interstate Commerce Commission, declared in an address which he delivered June 2 before the National Electric Light Association at the Drake Hotel, Chicago. Mr. Lewis' recent appointment to the government commission was preceded by service on the public utilities commission of Indiana. He has had many years of intimate acquaintance with the regulation of public utilities.

Mr. Lewis' subject was "Current Aspects of Utility Regulation." While he did not refer specifically to the railroads in most instances, the points he made can be applied also to them.

After calling attention to the disturbed conditions that have followed the war, culminating in the present downward tendency of prices, Mr. Lewis pointed out why public utility rates have not fallen off appreciably.

E. I. Lewis

Percentage of Increase Small

"One reason, forgotten by a public that generally will be reasonable when it stops to reason," he said, "lies in the fact that utility rates, as a whole, did not advance comparably to commodity prices. One may truthfully say that utility rates have advanced very little from the pre-war levels. When everyone else—corporation, farmer, laborer, wholesaler, retailer, property owner—sailed away on the wild war-period flight, the public utility and common carrier alone were anchored to mother earth by regulation at no time over generous and often close to the point of starvation. They were not permitted to enjoy earnings running into the hundreds of per cent of war-period profiteers—no, not even 50 per cent or 25 per cent—and there is not a regulator who has not heard a war-profit-taking community protest, with all the soul that could be mustered, against the public utilities,

which were, and are, their very life, being given an earning of 6 or 7 per cent.

"Time after time I, like other commissioners, heard a demand that the public utility be let go without earning. I have seen some come before me, men making fortunes annually in the fabrication of flour, wares and commodities and in the production of coal, stone and materials, protesting against relief to the seat of their operating energy. The injustice of it seared your very soul. If utility rates did not then double or triple or quadruple, it is of course impossible that they can now contract like the prices of corn, wheat, coal, etc.

Business Has Not Kept Up

"Another reason for failure of public utility rates to drop is that the utilities were called on to keep up with the abnormal war growth and expansion of cities and industries and with the extravagances of the individual citizen. The plants are there with their financial obligations incurred at a time when the cost of such incurrence was at its height. They are ready to serve the 1917-1920 volume of business. But the business whose demand for the convenience of services was so insistent is temporarily gone or less active. There is a shrinkage in revenues, but no corresponding shrinkage in fixed obligations, overhead, or even in operating expenses.

"Another reason for failure of public utility rates to drop: While public and industrial demand called for expansion of plants, there was generally present a vast amount of physical emaciation. It cannot longer be ignored. When the war was upon us, President Wilson commanded scrupulous husbanding of men, materials and money for the big job of winning the war. Maintenance and rehabilitation suffered. Then followed the most unfavorable financing period utilities have known, with constantly mounting operating costs, accompanied by increasingly unfavorable financial showings. The result is that many utilities emerged from the years 1917-1920 in depleted phyisical condition, though outwardly having the appearance of financial soundness. Money now has to be used to make good deferred maintenance.

"The drop in operating costs, so far as public utilities are concerned, has been more apparent than real.

Taxation Also a Burden

"Then there are taxes. Though public utilities constitute the only business of which I know whose operating sheets do not record payment of excess profit taxes during the war, they are bowed under the steadily accumulating burden of local taxation. It is popular to visit, to a persecuting degree, the full force of assessment and levy, and often special levies, on public utilities and common carriers now have which I have been most familiar, the public utilities and common carriers now have saddled on them approximately one-seventh of all the taxes collected in that state. This probably is typical of the burden in other states.

"If it were not for the gravity of the situation, there would be real humor in the sometimes frantic efforts of designing persons to curry popular favor by taxation reprisals on public utilities. Inasmuch as, of necessity, taxes go above the gross income line, such reprisals result only in higher utility rates to patrons. In many instances, increase in taxation alone is such as to offset all reductions in cost of coal, materials, supplies and operation, and render rate reductions impossible. In some instances taxation is forcing higher rates.

Greater Interest Shown Now

"When utility rates were weakly trailing far behind ascending commodity prices, the public could easily understand the relation between cause and result. It must also be admitted that the public did not show very great concern about such small items as utility rates. But it is different now. Business served by public utilities has been hit; there is some unemployment; wages are beginning to descend; some commodities have hit pre-war levels. People are beginning to scrutinize the balance sheet, and to count cost. They do not understand these more or less intricate conditions which result in utility rates' failing to respond to the downward readjustment.

"The whole situation has changed.

"Let us first observe that, since 1917, there has been a decided change in the

objective character of public utility regulation. It has become radically different from what it was before that time. Then regulation was enthusiastically sponsored by the public, often against the opposition of the public utilities. The constant tendency was to regulate rates downward. Commissions quite generally found in effect schedules of rates that were over adequate or unjust. Regulation downward was made possible by cutting off unjustifiable demands, by shifting burdens to where they should be, and also by a highly commendable increase in plant efficiency.

The War Made More Work

"Had there been no war, it is probable that within a few years utility regulation would have found itself with little to do.

"The war changed everything. The currents were reversed. Repeated high tidal waves of operating costs swept rates back, and higher and higher.

"Regulatory commissions, understanding the play of economic currents better than the public, were placed in not only a new but also a most difficult position. Commissions which, five years ago, were reducing rates have been standing, and now stand, between the utilities and an ill-informed and incited public, demanding justice. It is the same justice, but its application, under changed conditions, results in rate increases or refusals to reduce rates in many instances.

"That is the situation now, and it causes me to be apprehensive that both the utilities and the commissions—and, above all, regulation—face a most critical period. I feel that it is so critical that it is essential to the public welfare and to the life of utilities that utility men, such as yourselves, should fully appreciate it; also that, so far as lies within their power, utility operators should properly orient themselves toward these problems.

Must Be Square With the Public

"There is now a most compelling necessity that public utilities relieve regulatory bodies of some of the tremendous pressures falling upon them by reason of this new state of affairs. This the utilities can do in three ways:

"(1) By educating public opinion to the true condition of the utilities and by taking that public into their confidence by placing all of their cards face up on the table;

"(2) By removing all features of their business which are subject to legitimate criticism by the public, and by going more than half way to conciliate public opinion;

"(3) By stopping some utilities' practice of dodging responsibilities and of 'passing the buck' to the commissions, in matters in which the responsibility lies entirely in the utilty.

"It must be remembered that no governmental policy can be maintained for an extended period of time which is not backed by public approval. That is, specifically, to say that any governmental policy which aims to provide utilities with a reasonable return cannot long continue if that public approval is estranged by the beneficiaries of such laws. The only way public utilities can put the public in the frame of mind under which commissions permanently can exercise their functions is by cultivating relations that demand that respect and friendliness which makes the public willing that they receive a square deal.

Rests on Public Approval

"Let the utilities thoroughly understand that they are public servants; that good will, good public relations are to be acquired not alone by good service but by frankness and an everyday policy of treating even the smallest of their patrons with that consideration that is practiced by successful business in non-regulated fields.

"The public must acquire an inkling of understanding that public utilities, whether they be privately or municipally owned, are not philanthropies; that they operate with costly materials and have heavy wage rolls and heavy investment obligations; that nothing short of real money, and a reliability of it, will satisfy the tax collector, bills for coal and supplies, the laborer and the much-courted investor.

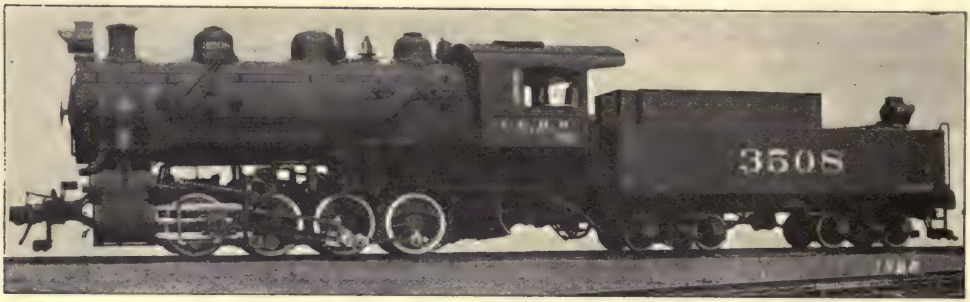
"Let there be a clear understanding on the part of all that the day has passed, under public utility regulation, when the amount of stocks, bonds, and other evidences of indebtedness outstanding, are determinative of the rates to be charged; that

the rate is built on an ascertained fair valuation irrespective of securities; that the public, having rightfuly demanded such a basis, has on it a moral obligation of adequate maintenance, replacement and return on that property dedicated to the public use; that repudiation of that obligation brings disaster not alone to the utility but to the community.

"Let there be a full and a frank understanding that on such basic conditions as have been herein enumerated is built the policy, and very best system known up to the present, of public utility regulation which is primarily designed not for the utilities or those served but for promoting and extending public welfare.

"Finally let there be a clear understanding that the disturbance of a good code of relations between those served and the servants, which code is undergoing unusually severe strains, would—in the absence of substitution of another adequate system—throw the utility situation into chaos and create a condition of affairs that would be highly detrimental to local welfare and demoralizing nationally to a little comprehended extent."

A New Beauty Added to Our Collection



Herewith is reproduced a photograph of one of the new switch engines. Twenty-five of these engines are being purchased by the Illinois Central from the Baldwin Locomotive Works. They are the largest switch engines in use on the system. Twenty-three of them have been shipped from the locomotive works.

The twenty-five engines will be distributed as follows: Chicago 7, Centralia 2, East St. Louis 2, Clinton 2, Freeport 2, Waterloo 2, Fort Dodge 2, Baton Rouge 4, Paducah 2.

The new engines, which are numbered 3500 to 3524, inclusive, have a tractive effort of 51,041 pounds each. Their cylinders are 25 by 28 inches. The locomotive and tender weigh 376,700 pounds. Each locomotive alone weighs 221,700 pounds. The drivers are 51 inches in diameter. Each tender has a capacity of 12 tons of coal and 8,000 gallons of water. The wheel base of the locomotive is 15 feet and of the locomotive and tender is 53 feet 3½ inches. The diameter of the boiler is 80 inches, and it is registered for a pressure of 175 pounds. The firebox is 102 by 72 inches. The firebox has an evaporating surface of 216 square feet. The flues and tubes have an evaporating surface of 2,569 square feet. The superheating surface is 637 square feet, and the grate area is 51.06 square feet. There are 230 tubes of 2-inch diameter and 36 flues of 5½-inch diameter.

TELLS HOW TO TRAVEL

What travelers ought to know and do was the subject of an interview with R. J. Carmichael, assistant general passenger agent of the Illinois Central, which recently appeared in the Memphis (Tenn.) *Commercial Appeal.* His first suggestion was that all possible traveling be done via the Illinois Central, and after that he gave general advice relating to getting the right ticket, getting on the right train, checking baggage properly, and making a trip with the greatest efficiency.

How 1 Cent and 2 Mills Pays the Freight on an Average Hotel Meal

Analysis of Part Played by Rail Transportation in Assembling What We Eat

AMERICANS are great travelers. No doubt about that. Two of them happened to get together the other day for a little dinner in a hotel at Springfield, Ill. As they lingered over their coffee, they drifted into a talk of their wanderings.

"New Orleans is looking about the same as usual," remarked the one. "I was down there a couple of days last week, and the lights on Canal Street are just as bright as ever."

"Haven't been down that way lately," explained the other, "but I spent a week out in the Yellowstone district last month, and then went on to 'Frisco. And here I am, back in the middle of things again. Peculiar, isn't it, that you and I should meet here this evening, after visiting the Gulf and the Pacific? It's a small world, after all."

"Shucks!" remarked the pepper to the salt, as the screen door slammed shut behind the two travelers. "How do they get that way? Where have those two been? They both stopped when they got to the ocean, didn't they? If you want to see a real traveler, look at me. I'm a native of Penang, an island they never heard of, in the Straits Settlements, near Singapore. My one trip from there to here was longer than all their trips put together."

"As for me," sighed the salt, "I am almost one of the home folks. I was mined up in Michigan, less than a day's ride from here."

A Hyphenated Traveler

"True enough," agreed the pepper. "But look at one kind of coffee we have here; he's a stuck-up hyphenated mixture, for a certain. Part of him came from Java, down near my home, and the rest of him from Mocha, over in Arabia, near the Red Sea. Add his travels together, and you get tens of thousands of miles. And proud of it? You ought to hear him rub it in on the brand on this table that came merely from Brazil."

"It certainly is a proud bunch of globe-trotters we have around here," broke in the strawberry that had slipped from the saucer and saved its existence by hiding under the edge of the plate. "But you mustn't forget that the good old U. S. A. comes pretty near feeding itself at that. I'm from Louisiana, and not a bit ashamed of the fact. How about it, folks?"

"Good for you!" chorused the bread crumbs on the table. "Our wheat came from North Dakota, by way of a Minnesota mill, and if you left out our part of the meal, there wouldn't be any talking about the staff of life. You've got to hand it to the United States on wheat."

"Count us in on that boost for the United States," suggested the flaky cigar ashes on the edge of the plate. "We hail from Havana, and that is only a step beyond Key West."

A Roll-Call of the States

And so the argument went on. It sounded like a roll-call of the states. It developed that the one man's order of beefsteak had come from an Iowa farm and the other man's order of spring lamb from Kentucky, but both by way of a Chicago packing house. The butter had come from Wisconsin, although a country product could have been picked up nearer at hand. The salmon in the salad was from the Columbia River, in the far Northwest, and the peas had been grown and canned in Michigan. The sugar, like the strawberries, came from Louisiana.

The only item in the meal that could not boast of travel by rail was the drinking water, and the power to pump that water five miles to the city was furnished by coal that traveled to the plant by rail.

"Funny how we all got together here, isn't it?" The pepper again had the floor, for he seemed the liveliest talker of them all. "From all I've heard, I don't believe that this gathering could have been possible a hundred years or so ago. Most of you would have been

consumed within sight of the place you were produced, or else you would have been regarded as great delicacies because of the tremendous trouble and expense it would have taken to bring you all together. None of the folks who eat here seem to realize what a wonderful thing this assembly is."

Wherein the speaker paid a compliment, too often unpaid, to the miracle of modern transportation, which has brought together on any one table anywhere in the United States the products of all the world.

The Price of a Postage Stamp

That meal cost the consumer $1.25. A railway man who happened to be at an adjacent table overheard the argument about the distances all these parts of the meal had traveled, and just for his own convenience he took a few minutes off when he got back to the office to figure out what the cost of rail transportation had to do with that charge of $1.25.

The railway receipts from that meal were almost exactly 1 cent and 2 mills. This was almost exactly 1 per cent of the total cost of the meal. For bringing all these materials together from all over the United States, the railroads had received slightly more than the cost of our cheapest postage stamp.

Would you be interested in his figures? Here they are. He left out the ocean transportation charges on the two importations (coffee and pepper), established routings that seemed most likely to him, and calculated the weights of the various portions of the meal on a basis that would make its total weight 1 pound and 7 11/16 ounces. He figured carload rates from the producers and manufacturers to the wholesalers, and less-than-carload rates from the wholesalers to the retailers. The cost of getting this meal together ran like this:

COFFEE—New Orleans to Springfield—$.60 a hundred pounds—$.006 a pound—½ ounce	$.000187
PEPPER—New York City to Chicago to Springfield—total $1.52½ a hundred pounds—$.01525 a pound—⅛ ounce	$.000059
SALT—Ludington, Mich., to Chicago to Springfield—total $.52½ a hundred pounds—$.00525 a pound—⅛ ounce	$.000041
BEEF—Des Moines, Iowa, to Chicago to Springfield—total $.65½ a hundred pounds—$.00655 a pound—½ pound	$.003275
WHEAT—Fargo, N. D., to Minneapolis to Springfield—total $.41½ a hundred pounds—$.00415 a pound—2 ounces	$.000518
BUTTER—Madison, Wis., to Chicago to Springfield—total $1.12 a hundred pounds—$.0112 a pound—1 ounce	$.000700
PEAS—Detroit, Mich., to Chicago to Springfield—total $.69 a hundred pounds—$.0069 a pound—4 ounces	$.001725
SALMON—Portland, Ore., to Chicago to Springfield—total $1.69½ a hundred pounds—$.01695 a pound—2 ounces	$.002118
STRAWBERRIES—Hammond, La., to Springfield—$1.12 a hundred pounds—$.0112 a pound—4 ounces	$.002800
SUGAR—New Orleans to Springfield—$.60 a hundred pounds—$.006 a pound—2 ounces	$.000750
TOTAL	$.012173

And yet we hear talk condemning our railroads—the hands that feed us—and we are always quick to believe anything that is said to their discredit and slow to believe anything that is said to their credit. What in the name of high heaven would we do without them?

A Former General Manager Dies

The older members of the Illinois Central family, who knew the man personally, will learn with deep regret of the passing of John F. Wallace, former general manager of the Illinois Central and later planner of the Panama Canal, who died at Washington, D. C., Sunday, July 3. Mr. Wallace's death was sudden, the cause being arterio-sclerosis, to which the extremely hot weather may have contributed. He was living in a hotel at Washington, where he had been called to testify before the Senate committee on interstate commerce, which is conducting a hearing on the railway situation.

Mr. Wallace was chairman of the Chicago Railway Terminal Commission. He was 69 years old. As a civil engineer, beginning in 1869, he served successively as rodman with the Carthage & Quincy Railroad, as assistant engineer on surveys with the Quincy, Alton & St. Louis Railroad, and as assistant engineer with the United States Engineering Corps at Rock Island.

On New Year's Day, 1891, Mr. Wallace

came into the employ of the Illinois Central to assist in handling the World's Fair transportation problems. Seven years later he was appointed second vice-president. Then he was changed to assistant general manager and placed in charge of the operating department. In 1902 he was made general manager.

Chicago was greatly honored in May, 1904, when the United States government offered to Mr. Wallace the position of chief engineer in complete charge of the construction of the Panama Canal. Mr. Wallace accepted and began work there on June 1, 1904, at a salary of $25,000 a year.

Although the Illinois Central did not wish to part with Mr. Wallace, the decision was made on the recommendation of Stuyvesant Fish that the larger duty was to the government in this work. Mr. Fish said of Mr. Wallace: "There is no professional engineer I know who has in a higher degree than Mr. Wallace the special commercial and diplomatic tact needed on the new job. He has an excellent and rare capacity for dealing with men, above, beside, or below him, and he will be an honor to the government and to himself."

In 1905 Mr. Wallace became a member of the Isthmian Canal Commission and vice-president and general manager of the Panama Railroad and Steamship Company. From 1906 to 1917 Mr. Wallace served as president of the board of directors of Westinghouse, Church, Kerr & Co. His Chicago work, with the terminal commission, is best known by his designing of the Chicago & Northwestern terminals and his interest in lakefront development. He was also a corporation adviser and consultant.

Mr. Wallace was born September 10, 1852, at Fall River, Mass. He received his education as a civil engineer at Monmouth University, Monmouth, Ill., of which his father, the Rev. David A. Wallace, was founder and first president. Mr. Wallace's wife was Miss Sarah E. Ulmer of Monmouth.

After the Train Won the Race

Employe-Editor Finds Time to Be Loyal to Company and Country

Sigmond A. Lee Doubles as Engine Foreman and Writer, and Swats the Radicals, Too

ALMOST every man has some high ideal—something that he is striving for. Frequently he can devote only his spare time to the attainment of his ideal. An interesting figure of this sort is found on the Kentucky division of the Illinois Central Railroad.

Sigmond A. Lee is an engine foreman in the Louisville yards. He is rounding out the twentieth year with the company, and in those twenty years of service he has not received one demerit mark. This speaks for itself; so let us see what he does during his off hours. Mr. Lee has always been a citizen who has taken a vital interest in the welfare of his community, in the progress of his state and in the development of his country. Having been denied a full school education, he has devoted himself at every opportunity to the cause of education. There has never been an educational campaign, whether it was a bond issue for the schools or an effort to eliminate the management of the schools from politics, that he has not supported with all his heart.

Mr. Lee's wider influence, however, has been through the columns of his newspaper—the *Journal of Labor,* of which he is the owner and editor. This weekly paper is published in Louisville and is devoted to the cause of the working people. After Mr. Lee is through in the railroad yards, he goes to the office of his newspaper and there supervises its management. He realizes that the power of the press is the greatest aid to the cause of the working man. Every good and great movement in the labor world, which redounds to the interest and benefit of the man who toils, finds his hearty support in both the news and the editorial columns of his paper.

Served on Council of Defense

It was during the dark and anxious hours of the war that he was called upon by the governor of Kentucky to serve as a member of the Kentucky Council of Defense. This body consisted of nine men representing the entire state. The employes of the Illinois Central System already know the patriotic services of these councils of defense. In this position, Mr. Lee represented the workers of Kentucky.

Sigmond A. Lee at His Desk

In Louisville a radical had been preaching his doctrines of one big union from the pulpit of a church he had organized. There had developed a public resentment against these sermons, but no one seemed to have the courage publicly to repudiate this man.

A mass meeting was held. Mr. Lee was one of the speakers at this meeting. After the regular program had been concluded and before this meeting had adjourned, prearranged calls came for this radical to speak.

The chairman invited this man to come to the platform. Mr. Lee immediately arose and announced that he would not remain on the same platform with a speaker who was against America in the war and who was a pro-German. He immediately left the platform. The Louisville *Courier-Journal,* in commenting upon the instance, published the following editorial:

Lee's Loyalty and Sanity

"Sigmond A. Lee did himself and the cause of organized labor credit when at a meeting Sunday afternoon he refused to remain on the same platform with a speaker who had made himself notorious for his un-Americanism during our war with Germany.

"The committee which arranged the meeting had voted unanimously not to include this man among its speakers, and when in response to some call from the audience he came forward to address it, Mr. Lee, who, with Mrs. Lee, was to lead in singing 'America,' left, explaining that 'we did not approve of his stand during the war, and we did not see how an audience could consistently sing "America" after listening to him.'

"The *Courier-Journal* feels assured that in this action Mr. Lee, who is one of the local leaders of union labor, is representative of the body and substance of the organization throughout the country. Union labor did its part nobly and proved its patriotism signally when the test came to us all in the ordeal of 1917-18. It had no patience then with nominal Americans who placed any 'issue' above Americanism, and in peace as in war it is not infected with their poisonous heresies. There are radicals and adventurers in the labor organizations, as everywhere else, who are willing to resort to Socialistic and communistic claptrap in order to further their ends, but the conservative mass of union labor is as sound and as much opposed to I. W. W.ism, Socialism and anarchism, as the mass of the American people in general is.

The War Was a Test

"The truth is that in the crucible of war much of what was labeled 'Socialism' was burnt out. One has but to look among his own acquaintances to note how many there are who called themselves Socialists at the outbreak of the war who have now abandoned that creed; and he will find the result of his personal observations fully confirmed by the statistics of the strength of the Socialist party today and two years ago. Socialism has not increased among the workingmen, while it has waned in general. As a matter of fact, the most active of what we may loosely call our Socialists today belong to the capitalistic rather than to the labor class, including a few high-browed pedants, a sprinkling of adventurers with money for the indulgence in freak self-advertisement, and all of our coupon-clipping 'milk-fed Bolshevists.'

"Sigmond Lee does union labor a service when as a union labor man he scorns to flock with any of these birds."

His Policy a Square Deal

In an interview with a representative of this magazine, Mr. Lee said:

"I find a great deal of pleasure in devoting my spare time to the management of my paper. I consider the editorial department the most important part of my work, as this is the heart and soul of the newspaper. I have

Mr. Lee at Work in the Yards

made it a policy to give every man a square deal when writing editorials, and I have been unrelenting in my fight against the radicals who have not only sought to destroy our movement but to overthrow our government. I believe the cardinal principles of a good newspaper to be these: Tell the truth and have the courage to speak your convictions. An editor of a newspaper who fears to speak courageously and boldly in the defense of the rights of all the people is unworthy of the position he holds. I am running the *Journal of Labor* solely in the interests of my fellow men, and my one hope and ambition in life is that I may be of service to the man who toils."

From the editorial in the *Courier-Journal* and from the statement of Mr. Lee, it can readily be seen that the Kentucky division of the Illinois Central has in Mr. Lee another of its many valuable employes.

Every man must have some great ideal to work for when he is turned loose from his daily grind, says Mr. Lee. Can a nobler purpose exist than that of service to your fellow-man?

Our Flag Has Just Had a Birthday

JUNE 14, 1921, was observed as the 144th birthday anniversary of the American flag. June 14 is annually observed as Flag Day all over the United States. The American flag is the oldest of those of the great nations, and only the flags of the small nations of Denmark and Holland are older.

In the accompanying illustration, Figure 1 shows the coat of arms of George Washington, with its stars and stripes, which probably influenced the design of our flag. Its Latin motto means "The event justifies the deed."

Figure 2 shows the first official national flag raised by General Washington at Cambridge, Mass., January 2, 1776. The king's colors are in the canton, and the thirteen stripes represent the thirteen original states. This was used as an ensign in colonial trade as early as 1704.

Figure 3 is the flag which General Washington designed and Mrs. Betsy Ross made at Philadelphia in 1777. Congress adopted this as the American flag on June 14, 1777. It was first raised over Fort Schuyler (at present Rome, N. Y.) on August 2, 1777, during an unsuccessful siege by a British army. The Fort Schuyler flag was "home made" of "a petticoat red, a soldier's shirt and a captain's cloak of blue."

Figure 4 is the flag of fifteen stars and stripes adopted in 1794 after Vermont and Kentucky were admitted to the Union. This is the "Star Spangled Banner" which inspired Key's immortal lines when he saw it "still there" over Fort McHenry, which defended Baltimore from British attack in 1814.

Figure 5 shows "Old Glory"—our present American flag—the style of which was adopted by Congress in 1818, more than a hundred years ago. It has thirteen stripes for the original thirteen states and one star for each state in the Union—at present a total of forty-eight.

Figure 6 is a sketch of the Betsy Ross house in Philadelphia, where, it is said, Mrs. Ross worked on the design of the flag. This old house is on Arch street, near Third street.

The 144th anniversary of the adoption of the American flag was unusually observed. Thirty-nine governors, hundreds of mayors, and the federal government proclaimed that the flag be displayed on all buildings and that lodges, posts, and patriotic organizations, as well as industrial and business institutions, arrange programs.

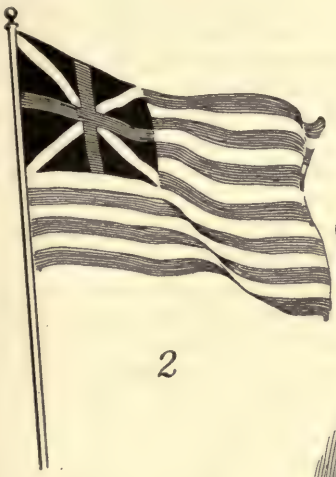
All speakers were urged to remember that Flag Day exercises are free from political or sectarian expressions.

The pledge is as follows: "I pledge allegiance to the American flag and to the republic for which it stands, one nation indivisible, with liberty and justice for all."

"Give the American flag one full and unmolested day, and inculcate lessons of patriotism that this is the only true symbol of American freedom 365 days of the year," urged Dr. B. J. Cigrand, president of the National Flag Day Society, in urging observance of the day.

(*See Opposite Page*)

The Story of "Old Glory"



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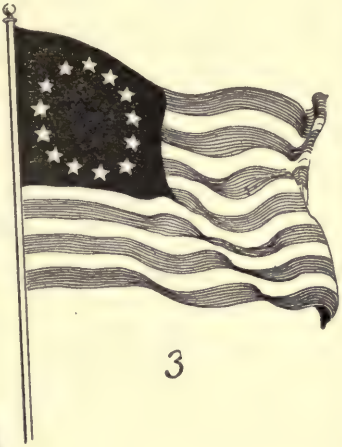


3

1.- Washington's Coat-of-Arms
2.- The Union or Cambridge flag of 1776
3.- Betsy Ross Flag of 1777

6

4.- The Star Spangled Banner of 1814
5.- The American Flag of Today
6.- The Betsy Ross House Philadelphia

4

Legend

Blue

Red

5

Business Is Good if You Make It So

BUSINESS is very much what you make it, and a cheerful view will aid greatly in restoring normal conditions, according to A. J. Doyle of the Burroughs Adding Machine Company, recently quoted in the Memphis *Commercial Appeal.*

"When I hear a man say that business is 'bad,' 'rotten,' 'dead'—that things are down and no prospect of getting better in sight—I wonder if that man knows how much it costs him in cold cash to make such statements," said Mr. Doyle.

"If a man thinks business conditions are as bad as that and spreads his opinion broadcast, it is bound to react against his own business in particular and to a certain extent on business in general.

"I don't mean that business men should hide their heads in the sand like ostriches or try to juggle the figures on their books to fool themselves, but I mean that in many instances the man does not know whether it is possible to transact more business in his line because he has not tried hard enough.

"We have most of us been so spoiled by the high waves of prosperity in the last two or three years that we have forgotten how we used to work to get orders in the years that we considered normal. We have no right to complain that the public won't buy if we make no real effort to sell, and at the same time discourage the public with talk of hard times.

"Of course, the boom times have passed, and whether they were really good or bad years depends on the net result of business after all the 'boom' has dried up. But looking back over a period of ten to twenty years and comparing the buying power of the average citizen today with the money he had in his pocket or in the bank at any time during that period, who will say that the opportunity to do business today is less than it was five or ten years ago?

"Of course, there are some people out of work, but even some of these are good business prospects today. The fact is that most of the people in this country have more money and more property today than they ever had before, and there are enough of them who want to spend it to make good business for all of us if we will make it attractive for them to buy what they need.

"Just to illustrate this point: A friend of mine has about made up his mind to buy a new automobile. He knows what he wants and has the money to pay for it, but he is not yet quite willing to walk into that agent's office and lay down his check. Now if a good salesman for that particular car should get hold of my friend and take him into the office and show some interest in putting the sale across, that car would be sold tomorrow.

"Another man says his wife is going to buy a washing machine. He is willing to pay for it, but isn't interested enough to shop around and look into the merits of the different makes himself. If somebody would send one of the things up to his house and show his wife how to run it, the chances are 10 to 1 she would keep it.

"People are eating three meals a day just the same as ever. They are wearing just as many clothes. The movies are crowded, the best hotels are full, the roads on Sundays and holidays are jammed with automobiles all over the country. Many retail stores have so many customers that you can't get waited on promptly if you want to buy anything. Does that look like hard times? I should say not.

"Lots of people have more money than they ever had before. Don't forget that.

"There are just two things we all need to bust this business gloom.

"First, stop talking poor business and talk better business.

"Second, do everything in your power to start the normal flow of money through business channels."

LOCAL ATTORNEY DIES

St. John Waddell, local attorney for the Yazoo & Mississippi Valley for Quitman County, Mississippi, for the past twenty-five years, died at his home at Memphis, Tenn., on June 13, at the age of 66.

Mr. Waddell was born in Ashley County, Arkansas, and was educated at Cumber-

land University, Tennessee. He began the practice of law in Tunica County, Mississippi, afterward removing to Quitman County and later to Memphis. He represented the Y. & M. V. in Quitman County ever since the railroad was constructed in that county. He was more familiar than probably any other lawyer with the land titles in the Yazoo-Mississippi delta, and rendered the company great service in the examination and perfecting of the company's titles to lands in Quitman County. He also had charge of the conduct of all railway litigation in Quitman County and rendered most efficient service.

Mr Waddell also had a large private practice in Western Tennessee, Northern Mississippi and Eastern Arkansas. He conducted his practice so quietly that few knew the importance and extent of the interests which he represented. He was an exceedingly careful, busy and industrious lawyer. On the day after his death there was a meeting of the bar of Shelby County. Seldom has there been such a large attendance of lawyers at Memphis, and never have there been more sincere tributes paid to any member of the bar.

Mr. Waddell leaves surviving him his wife, two sons, Fred Waddell, American consul at Lima, Peru, and St. John Waddell, Jr., a planter at Marks, Miss., and one daughter, Mrs. W. P. Armstrong of Memphis.

Illinois Central Boy Makes Good in Oil

The many friends of J. W. Carnes, who a number of years ago was chief clerk to Superintendent J. J. Flynn of the Y. & M. V. at Memphis, will be pleased to learn of his rapid advancement in the oil business.

Superintendent Flynn and Mr. Carnes were very close friends—in fact, they were almost inseparable. When Mr. Flynn left the Y. & M. V. to go to Texas, he was soon followed there by Mr. Carnes. Mr. Flynn got to be prominent in the affairs of the Texas Oil Company, and Mr. Carnes went with that company under Mr. Flynn. A few years ago Mr. Carnes associated himself with the Sinclair Refining Company.

J. W. Carnes

At a meeting of the Sinclair Refining Company directors held at Chicago, June 13, Mr. Carnes, who had been manager in charge of bulk sales, was made general sales manager and a director of the company. The *Oil News* for June 20, in speaking of Mr. Carnes' elevation, says: "There is no more striking example of the rewards that come to the man who works his way to the front than that shown in the rapid promotion of Mr. Carnes."

Mr. Carnes was born and educated in Ohio. He entered the service of the Pennsylvania Railroad while quite young, serving successfully through the yard, station and operating departments, later going with the Illinois Central. He was superintendent of one of the Texas lines when he decided to throw the railway business overboard and go into the oil business. It is said that Mr. Carnes has developed into one of the best oil salesmen in the United States. His friends in the oil business speak of him as a "human dynamo" in a business way.

Sunday School Forces Praise Railroads

THE following is quoted from a letter received by President C. H. Markham from Secretary Henry A. Boyd of the Sunday School Congress, dated Nashville, Tenn., May 31:

"Your statement under the caption of 'Illinois Central System Calls Attention to Things the Public Does Not See' is to my way of thinking one of the most far-reaching utterances made by you as head of the great corporation. Our Sunday School Congress forces shall have all of this. I am asking that it be reproduced in several national papers that are working with the Congress forces: the *National Baptist Union-Review,* which has a nation-wide circulation, and the Nashville *Globe,* which covers the southeastern territory."

Another letter from Secretary Boyd to Mr. Markham, dated Nashville, June 14, is given below, together with the resolution passed by the Sunday School Congress June 10:

"Our Sunday School Congress adjourned its sixteenth annual session in Little Rock Monday. During the session the Sunday school forces, representing 21,500 Sunday schools of the Missionary Baptist persuasion, with an enrollment of more than a million and a half constituents, voiced the sentiment expressed in the following statement, and it becomes a part of their record and will be offered to the papers for publication:

" 'The Sunday School Congress forces in session here today went on record as being in hearty sympathy with the Herculean task of the railroads of the United States in adjusting themselves from war to pre-war conditions. It is the desire of the Sunday School Congress forces numbering over twenty thousand schools, with more than one and a half million pupils, to have the management of these railroads understand that they appreciate the size of the task that the railroads are called upon to perform, and they would urge all railway employes to properly consider the Christian spirit of the unparalleled services that the railroads have been to the United States in helping to build up the communities and several states through which they pass, refraining from strikes and disorder that would be detrimental to the property and progress of America's greatest industry. The Congress forces believe that the gospel of the Lowly Nazarene properly disseminated among railway employes will hastily bring the desired results of peace on earth and good will toward men.' "

Mass Meeting Indorses Our System

A mass meeting attended by about 200 citizens was held at Durant, Miss., Tuesday night, June 21, at which resolutions were adopted pledging the support and cooperation of the citizens to the Illinois Central and the Yazoo & Mississippi Valley railroads.

The meeting was arranged for by Mayor John B. Wilkes of Durant and was presided over by John M. Howard, member of the legislature from Holmes County.

A. D. Caulfield, superintendent of the Mississippi division, made a speech in which he described the railroads as agencies of civilization and told of the practical value of the Illinois Central to the people in the regions which it serves. He said that a cordial good feeling has existed at all times between the personnel of the Illinois Central and patrons, and pointed out that the Illinois Central has paid this year in taxes more than $650,000 on the Mississippi division, and that $60,000 of that covered Holmes County.

"The railroads want only a square deal," Mr. Caulfield said, "the same as an individual property owner." Rumors that the railway shops were to be removed from Durant were denied.

Other Illinois Central people who participated in the meeting were Dr. R. E. Howard, division surgeon; W. H. Petty,

trainmaster; M. T. Woods, engineer, and Ira L. Myers, engineer. Doctor Howard, Trainmaster Petty and Engineer Woods were among the speakers.

The resolutions were, in part, as follows:

"We fully realize and appreciate the great and incalculable benefits and conveniences enjoyed by all people living along the lines of this great system of railroads, and by the numerous states, counties, cities and towns traversed by it.

"We are fully mindful of and appreciate the great benefits derived by this community as well as by all our surrounding territory from the railroad shops, roundhouse, terminal, and beautiful station buildings located at this town, and the munificent contributions made and taxes paid by these railroads to the commonwealth.

"We gratefully acknowledge the many courtesies and graceful acts by the ever kind and courteous officers and managers of the Illinois Central Railroad; and we have not forgotten the many acts of ready kindness and cheerful help extended the people of this in common with the people of many other communities in times of epidemic, and other visitations of suffering and distress.

"We desire to express our thanks and appreciation to Superintendent A. D. Caulfield of the Illinois Central Railroad for his attendance at this meeting, and for the interesting and instructive address delivered by him."

Labor Board Extends Wage Decision

As predicted, the United States Railroad Labor Board on June 27 handed down a decision extending to virtually every railroad in the United States the 12 per cent reduction in pay of employes authorized on some roads by the Labor Board decision of June 1. July 1 was set as the date for the decreases to take effect.

The pay slash ordered by the board June 1 affected 104 roads, although all employes were not affected. The decision of June 27 included 210 roads, many of which were parties to the original decision, but which returned to ask reductions in classes of their employes not covered by the original order.

A list of the decreases authorized was published in the June issue of the *Illinois Central Magazine.*

The new order authorizes reductions identical with those ordered June 1, the only change being the addition of rates of marine workers in certain harbors and a section relating to dining cars and restaurant workers. The wages of that class of employes were ordered reduced 60 per cent of the increases given since February 29, 1920.

Every railroad in the country affected by the decision of the Labor Board in July, 1920, granting a $600,000,000 increase, is authorized to reduce wages 12 per cent with the exception of a few subsidiary lines, whose parent owners filed petitions for reductions. Most of them have received permission to make the adjustment in the pay of all employes. In addition nearly two score of roads who voluntarily advanced wages in 1920 were authorized to make reductions.

The estimated annual saving to the roads will be $400,000,000, or $200,000,000 less than the increase granted a year ago.

In a later decision, the Labor Board held that pay of time and a half for overtime must be abolished, at the same time announcing the retention of the "national agreements" until such time as conferences between managements and employes have been completed.

SON OF AGENT DIES

Friends and acquaintances of Agent I. C. Barbee at Herrin, Ill., will sympathize with him in the loss of his son, Ira Calvin Barbee, who died on June 8, after an operation for appendicitis the day before. The boy was born May 8, 1913, and thus was 8 years and 1 month old at the time of his death.

Ira C. Barbee

A CONSCIENCE STILLED

St. Louis division offices have received an unsigned letter enclosing a $5 bill and an explanation that the writer had kept some dynamo belting found along the tracks some years ago.

Stopping the Waste in Our Production, Theme of Herbert Hoover

Secretary of Commerce Points Out Cures for Various Ills in Industrial Relations

By HERBERT HOOVER
Secretary of Commerce

THE waste in our production is measured by the unemployment, the lost time due to labor conflict, the losses in labor turnover, the failure to secure maximum production of the individual due either to misfit or lack of interest. Beyond this again is a wide area of waste in the poor co-ordination of great industries, the failures in transportation, coal and power supplies, which re-echo daily to interrupt the steady operation of industry. There are again such other wastes due to lack of standardization, to speculation, to mismanagement, to inefficient national equipment and a hundred other causes.

There is a certain proof of deficient production by comparisons of our intense results in 1918, when, with 20 per cent of our manpower withdrawn into the army, we yet produced 20 per cent more commodities than we are doing today. We are probably not producing more than 60 or 70 per cent of our capacity; that is, if we could synchronize all national effort to maximum production, we could produce 30 or 40 per cent more commodities and service. Our national machine is today doing worse than usual, as witness the 3,000,000 idle men walking our streets.

There is no such thing as the nation overproducing, if it produces the right commodities. The commodities or services produced by the whole nation are capable of absorption by the whole nation if they are of the right character. In other words, if we could attune the whole industrial machine to the highest pitch, agriculture as well as manufacture, an increasing production would mean a directly increasing standard of living. When ten men or one hundred million men divide their united output, they can by doubling their output have twice the amount to divide. The problem in doubling output is to direct it to commodities or services that they can use. There is no limit to the increase of living standards, except the limitations of human strain, scientific discovery, mechanical invention and natural resources.

It is true enough that any particular commodity or service

Man Wanted

Wanted—A man for hard work and rapid promotion; a man who can find things to be done without the help of a manager and three assistants.

A man who gets to work on time in the morning and does not imperil the lives of others in an attempt to be first out of the office at night.

A man who is neat in appearance and does not sulk for an hour's overtime in emergencies.

A man who listens carefully when he is spoken to and asks only enough questions to insure the accurate carrying out of instructions.

A man who moves quickly and makes as little noise as possible about it.

A man who looks you straight in the eye and tells the truth every time.

A man who does not pity himself for having to work.

A man who is cheerful, courteous to everyone and determined to "make good."

A man who, when he does not know, says, "I don't know," and when he is asked to do anything says, "I'll try."

A man who does not make the same mistake twice, who is not a goody-goody, a prig or a cad, but who does the very best he knows how with every task entrusted to him.

This man is wanted everywhere. Age or lack of experience do not count. There isn't any limit, except his own ambition, to the number or the size of the jobs he can get. He is wanted in every big business from Maine to California.

can be overproduced, for each will reach a saturation point in demand when all the members of the community have been supplied.

The absorption of increased productivity lies in the conversion of luxuries of today into necessities of tomorrow, and to spread those through the whole population by stimulation of habit and education. Wheat bread, railways, good roads, electricity, telephones, telegraphs, automobiles and movies were once luxuries. They are still luxuries to some parts of the population.

It is but a corollary that certain commodities can better be produced for exchange for commodities from outside our boundaries of more appropriate character to our needs. Today we have capacities for production of some commodities not only in excess of our home need, but even beyond export demand under present financial conditions. As a matter of practical remedy, we must either reorganize these financial relations or alternately abandon some part of this kind of production and turn our idle men to making things of which we are not yet fully supplied.

One Limit to Consumption

To put the matter in another way, there is no limit to consumption, except the total capacity to produce, provided the surplus of productive power is constantly shifted to new articles from those that have reached the saturation point of demand. For instance, we have the productive capacity wasted today that would improve the housing conditions of our entire people to the level that perhaps only fifty per cent of them enjoy—and at the same time not entrench upon our established necessities. I am not suggesting that the forces of production can be shifted by imperial direction. The practical thing that can be done is to eliminate some of the wastes and misfits in our production, and depend upon the normal processes of business and human desires to absorb them.

The largest area of waste lies in the large periods of slack production and unemployment, due to the ebb and flow of economic tides between booms and slumps. The ideal would be steadily increasing production—an ideal of no likelihood of exact realization because of inability to ever gauge the advance in growth consumption or the approach of saturation. On the other hand, there are certain possibilities of stabilization worth consideration. For instance, we can classify labor into that engaged in production and service from this equipment.

Our studies of industries as a whole show that we usually expand our equipment just at the periods of maximum demand for their products instead of doing our plant expansion during periods of slack consumption. We thus make double demands on labor and we doubly increase unemployment in periods of reduced consumption. This is indeed one of the factors in our great unemployment today.

Every one knows that for our normal productivity, our transportation facilities are today inadequate. We know that we are insufficiently housed, insufficiently equipped in our public roads and our public utilities; that we need an entire revision of our power supply, that we need expansion of our waterways and yet armies of idle men are walking the streets. The reasons why this occurs are not far to seek, in that it is at times of high productivity that capital is most easily obtained. It is then that the necessity of increased equipment most impresses men's minds and it is the high hopes of these periods that lead them into the adventure of expansion. Nor is it possible to expect that all industry could be so stabilized as to do its capital construction in periods of depression in commodity demand. Nevertheless, there are some industries that could, by co-operation of the government and co-operation amongst themselves, be led in this direction. More particularly does this apply to railways, telephones, telegraphs, power supplies and other public utilities, and to the expenditure upon our state, municipal and national public works.

Variation in the Coal Industry

Another variety of intermittent employment, and thus great waste, lies in certain industries now operating upon an unnecessarily wide seasonal fluctuation, as for instance the bituminous coal industry. This is today one of our worst functioning industries. These mines operate seasonally and erratically. They proceed from gluts to famines, from profiteering to bankruptcy. As already determined by our engineering bodies, the men who mine our coal find work only seventy per cent of their time. In other words, there are thirty per cent more equipment, thirty per cent more men, attached to this industry than are neces-

sary if it were stabilized to continuous operation. The mining engineers have already pointed out the directions in which remedy lies, through storage, through railway rate differentials and other remedies. Through constructive action an army of men could be released from this industry of necessity to convert some luxury into a necessity of tomorrow. This is no plan to control prices or profits, although through it both the producer and consumer in coal could be placed upon a sounder basis than today. The interest of the consumer and producer is, however, even less important than relief from the intermittent employment and unemployment within this industry that today brings a train of indefinite human misery and some of our lowest standards of living.

The second largest area of waste in productivity is the eternal amount of labor friction, strikes and lockouts. The varied social and economic forces involved in this problem need no repetition here. Fundamentally, this is not alone a struggle for division of the results of production between capital and labor, but there is also a loss greater from strikes and lockouts in the element of purely human friction and loss outside the area of dispute on wages and hours. The growth of industry into large units has destroyed the old mutuality of interest between employe and employer. Our repetitive processes have tended to destroy the creative instinct and interest in employes; at times their efforts sink to low levels, indeed. We will yet have to reorganize the whole employment relationship to find its solution. There is great promise in this field during the past two years, and the progress in this matter is one of the subjects under our inquiry.

Distribution of Labor Faulty

Yet another variety of loss lies in the unnecessarily faulty distribution of our labor supply due to seasonal and to shifting demands.

Probably the next largest fraction of waste in productivity lies in a too high degree of individualism in certain basic products and tools. In other words, a standardization of certain national utensils makes for economy in distribution, in operation and in repairs. The necessity of maximum production during the war opened a great vista of possibilities in this direction. Such standardization as car couplings, or wheels, and cars generally, represented real progress in this direction. These possibilities lie in a hundred directions. There are all sorts of cases from sizes of chains to the size of automobile wheels. Today dozens of different sizes are placed in the market by manufacturers and entail not only special equipment and skill to produce these many varieties, but also great stocks are required in distribution and losses are entailed due to lack of interchangeability.

It is certain that there are a great many articles of everyday use in which the manufacturer would indeed be glad to undertake some co-operation in standardization, from which the saving in national effort would be interpreted not into millions but into billions of dollars. This does not mean that we stamp the individuality out of manufacture or invention or decoration; it means basic sizes to common and everyday things.

Need of Better Industrial Equipment

Another type of waste lies in our failure to advance our industrial equipment. The Super-Power Board will demonstrate the saving of 25,000,000 to 50,000,000 tons of coal annually by the electrification of our eastern power supply. The St. Lawrence Waterway Commission will demonstrate the saving of five to ten cents a bushel to the farmers of fifteen states by unlocking the lakes to ocean-going vessels. Nor will this added efficiency to our national transport injure our present systems of canals and waterways, for we have ever found that the prosperity of an industry blesses them all.

Nor do we believe it is necessary to effect those things by the government. The spirit of co-operation that has been growing in our country during the last thirty years has already solved many things; it has standardized some things and is ripe for initiative toward co-operation of a widespread character. The leadership of our federal government in bringing together the forces is needed. No greater field of service exists than the stimulation of such co-operation. The first step is sane analysis of weakness and sober proposal of remedy. If the facts can be established to an intelligent people such as ours, action is certain, even if it be slow.

Third Month of "No Exception" Campaign Proves Best of All

June Shows a Reduction of 78.9 Per Cent as Compared With March, Just Before Effort Began

By C. G. RICHMOND,
Superintendent, Stations and Transfers

THE system "No Exception" campaign conducted during June resulted in a reduction of 78.9 per cent in the number of exceptions received as compared with March, 1921.

There were only 1,933 exceptions charged to all stations on the Illinois Central and Y. & M. V. railroads, compared with 9,184 in March, 1921, a reduction of 7,251, or 78.9 per cent, and 14,417 in October, 1920, a reduction of 12,484, or 86.5 per cent.

The following shows the total number of exceptions charged to the four grand divisions in June, tabulated as to the different classes of exceptions compared with totals of March and October.

	Total Northern Lines	Total Western Lines	Total Southern Lines	Total Y. & M. V	Grand Total.
Shorts	176	16	37	57	286
Bad Orders	595	56	104	180	935
Pilferages	63	7	4	17	91
Overs	229	4	67	89	389
Astrays	126	9	47	50	232
Total June, 1921	1,189	92	259	393	1,933
Total March, 1921	5,085	1,079	1,426	1,594	9,184
Total October, 1920	7,481	1,829	2,311	2,796	14,417

The rank of grand divisions is as follows:

Grand Division	Rank	Exceptions
Western lines	1	92
Southern lines.	2	259
Y. & M. V.	3	393
Northern lines	4	1,189

The rank of the various divisions, based on the number of exception reports received, is as follows:

Division.	Rank	Exceptions.
Memphis	1	15
Louisiana	2	17
Tennessee	3	22
Minnesota	4	23
Wisconsin	5	26
Vicksburg	6	29
Mississippi	7	35
New Orleans	8	37
Iowa	9	43
Illinois	10	44
Springfield	11	46
New Orleans Terminal	12	71
Indiana	13	113
Kentucky	14	115
St. Louis	15	135
E. St. Louis Terminal	16	174
Memphis Terminal	17	317
Chicago Terminal	18	681

The result of the "No Exception" campaigns during the past three months is reflected in a reduced number of claims paid for lost packages, and also in the number of claims presented. The total number of claims paid for lost packages during June, 1921, was 424, compared with 1,166 during June, 1920, a reduction of 742, or 63.6 per cent. The total number of claims presented in June, 1921, was 8,868, as compared with 14,872 during June, 1920, a reduction of 6,004, or 40.4 per cent.

The intense interest and spirit of co-operation manifested by each and every employe during the "No Exception" campaigns of April and May was continued during June, special attention being given to the causes responsible for the issuance of bad order rejorts (which represented 45 per cent of the total exceptions received during the past three months), resulting in a decrease of 3,081 reports, compared with March, a reduction of 76.7 per cent.

This reduction was accomplished by more intense supervision of stowing and extending the bulkheading and bracing to all through destination cars at the larger platforms.

The final result of the system campaign during June was even more remarkable than the showing made during the "No Exception" months of April and May, the record being as follows: June 1,933, May 2,226, April 4,253—June showing a reduction of 293, or 13.1 per cent, compared with May, and 2,320, or 54.5 per cent, compared with April.

The reduction in number of exception reports received during the past three months is truly a wonderful achievement and reflects great credit on all supervising officers and employes on the Illinois Central and Y. & M. V. railroads, and it should be the earnest desire of all employes to maintain this high standard of efficiency in the handling of LCL freight.

Following is statement showing the total number of exceptions that were charged to the individual stations and divisions during the campaign:

Division	Station	Shorts	Bad Orders	Pilferages	Overs	Astrays	Total June	Total Mar. 1921	Total Oct. 1921
Chicago Terminal	Chicago	120	330	33	142	56	681	2,598	3,696
	Others	0	0	0	0	0	0	24	65
	TOTAL	120	330	33	142	56	681	2,622	3,761
E. St. Louis Term.	E. St. Louis	12	103	11	35	13	174	627	1,189
Illinois	Kankakee	3	3	1	2	1	10	22	72
	Champagne	2	2	1	3	1	9	48	77
	Effingham	0	4	0	0	2	6	33	67
	Others	1	9	4	3	2	19	92	143
	TOTAL	6	18	6	8	6	44	195	359
St. Louis	Centralia	5	5	0	5	6	21	88	152
	Carbondale	2	18	3	2	7	32	160	146
	Mounds	0	10	0	3	1	14	118	119
	Cairo	0	5	0	3	0	8	42	47
	Du Quoin	1	8	0	3	3	14	72	53
	Others	11	18	1	4	10	44	139	220
	TOTAL	19	64	4	19	27	133	617	737
Springfield	Clinton	3	9	1	0	2	15	139	275
	Decatur	0	7	0	1	2	10	96	172
	Springfield	0	6	1	0	0	7	32	69
	Others	2	4	0	3	3	12	152	152
	TOTAL	5	26	2	4	7	44	419	668
Indiana	Evansville	3	15	0	5	5	28	69	126
	Indianapolis	4	18	0	5	4	31	108	176
	Peoria	0	3	1	8	3	15	120	126
	Mattoon	5	12	1	3	4	25	147	208
	Others	2	6	5	0	1	14	161	131
	TOTAL	14	54	7	21	17	113	605	767
TOTAL I. C. NORTHERN LINES		176	595	63	229	126	1,189	5,085	7,481
Wisconsin	Bloomington	0	2	0	0	2	4	89	181
	Freeport	1	2	0	1	2	6	107	281
	Rockford	0	3	0	0	0	3	30	90
	Minonk	0	0	0	1	0	1	26	10
	Others	3	5	1	1	2	12	122	199
	TOTAL	4	12	1	3	6	26	374	761
Minnesota	Dubuque	1	9	3	0	1	14	101	157
	Waterloo	0	2	0	0	1	3	57	127
	Cedar Rapids	0	2	1	0	0	3	12	27
	Others	2	1	0	0	0	3	41	91
	TOTAL	3	14	4	0	2	23	211	402

Division	Station	Shorts	Bad Orders	Pilferages	Overs	Astrays	Total June	Total Mar. 1921	Total Oct. 1921
Iowa	Ft. Dodge	2	10	1	0	1	14	102	157
	Sioux City	4	4	0	0	0	8	45	81
	Sioux Falls	0	0	0	0	0	0	9	12
	Cherokee	0	4	0	0	0	4	86	100
	Omaha	0	4	0	0	0	4	29	32
	Council Bluffs	1	1	1	1	0	4	47	58
	Others	2	7	0	0	0	9	176	226
	TOTAL	9	30	2	1	1	43	494	666
TOTAL I. C. WESTERN LINES		16	56	7	4	9	92	1,079	1,829
Kentucky	Central City	0	0	0	1	0	1	1	1
	Louisville	6	27	1	7	8	49	290	456
	Paducah	5	9	0	20	7	41	120	151
	Princeton	0	3	0	0	1	4	6	10
	Others	4	4	1	3	8	20	75	94
	TOTAL	15	43	2	31	24	115	492	712
Tennessee	Jackson	0	0	0	0	0	0	19	44
	Birmingham	5	4	0	5	0	14	67	113
	Dyersburg	1	1	0	0	0	2	18	25
	Fulton	0	0	0	0	0	0	25	34
	Corinth	0	0	0	0	0	0		
	Others	1	2	0	1	2	6	72	131
	TOTAL	7	7	0	6	2	22	201	347
Mississippi	Water Valley	0	1	0	0	0	1	3	2
	Durant	0	2	0	0	0	2	15	52
	Grenada	0	2	0	1	1	4	15	52
	Others	6	16	0	3	3	28	70	126
	TOTAL	6	21	0	4	4	35	103	205
Louisiana	Jackson	0	3	0	3	4	10	195	327
	Yazoo City	0	0	0	0	0	0	21	67
	McComb	0	1	0	0	0	1	9	8
	Others	0	2	1	2	1	6	56	113
	TOTAL	0	6	1	5	5	17	281	515
New Orleans Term.	New Orleans	9	27	1	21	12	70	349	532
TOTAL I. C. SOUTHERN LINES		37	104	4	67	47	259	1,426	2,311
Memphis	Greenwood	0	1	0	0	0	1	30	64
	Clarksdale	0	1	0	1	0	2	43	78
	Tutwiler	0	2	0	1	1	4	7	17
	Helena	0	0	0	0	0	0	7	6
	Others	0	1	4	0	2	7	126	313
	TOTAL	0	5	4	2	3	14	213	478
Vicksburg	Greenville	0	1	0	1	1	3	31	57
	Cleveland	0	1	0	7	1	9		
	Leland	0	0	0	0	0	0	0	0
	Rosedale	1	2	0	0	0	3	3	3
	Others	2	4	0	3	4	13	61	60
	TOTAL	3	8	0	11	6	28	95	120
New Orleans	Vicksburg	2	5	2	8	1	18	107	166
	Baton Rouge	0	3	1	2	0	6	56	106
	Natchez	0	5	0	0	0	5	21	20
	Others	2	4	0	1	1	8	114	124
	TOTAL	4	17	3	11	2	37	298	416
Memphis Terminal	Memphis	50	150	10	65	39	314	988	1,782
TOTAL Y. & M. V.		57	180	17	89	50	393	1,594	2,796
	GRAND TOTAL	286	935	91	389	232	1,933	9,184	14,417

Latest Addition to the Golf Club Colony Served by the Illinois Central at Chicago

THE Illinois Central System has encouraged the building of golf courses along its lines out of Chicago. There are now nine golf courses (including the four of the Olympia Fields Country Club) served entirely by the Illinois Central, and the organization of another at Matteson is being discussed.

The latest addition to the colony of golf clubs served by the Illinois Central line is the Calumet Country Club at 175th street and Western avenue. This club has invested in round figures about $300,000.

The club has been in existence for many years. Its old grounds were on the property of the Pullman Land Association east of the Burnside Shops. It was said that more golf was played on those grounds than on any other private course in the vicinity of Chicago. Encroachment of industries made it necessary for the club to give up these grounds and seek a new location.

After a careful examination of all the available property for sale, accessible to the Illinois Central lines, the beautiful tract of land at 175th street, comprising 160 acres, was selected and purchased.

Illinois Central Represented.

Vernon W. Foster, local attorney of the Illinois Central at Chicago, has been one of the moving spirits in the development of the new course and is now the president of the club. Other Illinois Central officials who are members of this club are: L. W. Baldwin, vice-president; D. W. Longstreet, traffic manager; A. L. Davis, principal assistant engineer; W. D. Beymer, comptroller; J. F. Dartt, auditor of disbursements; R. E Kimbell, auditor of miscellaneous accounts; J. F. Porterfield, general superintendent of transportation; F. L. Thompson, chief engineer, and H. B. Hull, general claim agent.

The club has made great strides this year in improving and beautifying the grounds and in furnishing the new club-house. Vice-President James Rose, Secretary Frank E. Bell and Treasurer A. L. Tolin are all "live wires" in the management of the Calumet Country Club and are giving President Foster the strongest kind of support in the administration of the club's affairs during the

Vernon W. Foster, President

Front View of Club House
View of Club House from the Course
Living Room Views
Looking out over course
Main Dining Room
Scenes at Calumet Country Club
Second Green
Fourth Green

current year—the year of the club's greatest achievement. The entire membership is enthusiastic and is pulling together in fine spirit for the advancement of Calumet. This club is on firm footing and its future is assured.

A Creek on the Course.

The course is being gradually improved. It is beautifully wooded, and a fascinating creek winds its way through the grounds, providing an interesting hazard for the golfers to shoot over on a number of the fairways.

The new fireproof club-house is said to contain the most commodious locker room of any country club in the vicinity of Chicago. An outstanding feature of the Calumet Country Club is the cafe service, which has become noted for the excellent quality of the food that is served. The cooking is supervised by Charles Kieffer, an efficient French chef, who made the old club at Burnside famous for the meals served. Mrs. Kieffer presides over the dining rooms and sees that the meals prepared under the supervision of her husband are properly served to the members and guests. Mr. and Mrs. Kieffer are entitled to much credit for the popularity of the Calumet Country Club.

The club is also noted for the hospitality and good-fellowship of its members. This is known far and wide among Chicago golfers as the "Calumet spirit." This spirit is encouraged by scheduling, each season, a

A. L. Davis, Chairman Sports and Pastimes Committee

Views Along the Course

number of events which tend to mix up the players and form the get-acquainted and keep-acquainted policy of the club, which is being looked after this year under the leadership of A. L. Davis, chairman of the sports and pastimes committee.

The Illinois Central is not overlooking anything in the way of furnishing the golf patrons of its lines with proper service. Special golf trains are run on fast schedules for the accommodation of golfers, and the growing patronage of these trains has more than met the expectations of the management.

Our Cliff-Dwellers Who Had to Move

Cliff-dwellers are all right in their place, which is—or was—in the far, far Southwest of these United States. But when they start making themselves at home on the Chicago lakefront a dozen feet from the many-tracked right-of-way of the Illinois Central Railroad, their picturesqueness is eclipsed by the danger they are to traffic and to themselves. And so, more in sorrow than in anger, the Illinois Central management recently was forced to request the departure of a colony of about one hundred of them from the vicinity of the tracks between Twenty-sixth street and Thirty-first street.

It all came about from the unemployment situation, so the cliff-dwellers, all negroes, declared. Most of the hundred had been soldiers during the war. Finding themselves out of work, and consequently out of homes, they set about to settle down somewhere. The Chicago beach between Twenty-sixth and Thirty-first is patronized almost exclusively by negroes. On the well-protected shore are thousands of blocks of limestone, thrown there to hold back the water of Lake Michigan from the Illinois Central tracks, which parallel the shore line from Sixteenth street to Fifty-third. Living in dug-outs was no new experience to these former soldiers; so they proceeded to make themselves at home.

In the huts which they built from the loose limestone, they were "at home" to all their friends and contributors of clothing. A community kitchen, a commissary and a barber shop were opened. The ice-box was a keg sunk in the wet sand and covered with burlap. Through donations of food from various agencies, including the many curiosity seekers who flocked to see them, and by fishing continually, the men managed to keep themselves fairly well fed.

A plan of self-government was worked out. One negro was elected captain, and over his headquarters dug-out flew the American flag. Drastic regulations were enforced. The absolutely necessary work was divided. There was none of the pastime known as "African golf," and, except for professional use, razors were forbidden.

All in all, the cliff-dwellers were getting along quite well, and the interest shown in them by the many visitors was flattering. But over them hung the constant menace of the four hundred trains that rushed past their dwellings every twenty-four hours. And eventually, on June 17, despite the system of warning whistles they had established to note the approach of a train, one of the cliff-dwellers was killed. This caused the request for their removal.

AN EXPLANATION OF "UNCLE SAM"

"Uncle Sam" is the popular title for the United States. In the year 1812 a large quantity of provisions for the army was purchased at Troy, N. Y., by Elbert Anderson, a government contractor. The goods were inspected by two brothers, Ebenezer and Samuel Wilson. The last named was invariably known among the workmen as "Uncle Sam." The packages were marked EA-U. S. On being asked the meaning of these initials, a workman jokingly replied that he did not know unless they meant Elbert Anderson and Uncle Sam. So the title became current among workmen, soldiers and people, and the United States Government is known now by those who affectionately call it Uncle Sam.

*Why Rates Cannot Be Reduced Is Explained by Samuel O. Dunn**

Editor of Railway Age Contributes a Discussion of Problem That Perplexes the Country

By SAMUEL O. DUNN,
Editor, Railway Age

MANY persons and newspapers in various parts of the country recently have expressed the view that general reductions of railway rates should soon be made. Some even say that in view of the recent reduction of 12 per cent in wages made by the Railroad Labor Board, the entire advance in rates granted by the Interstate Commerce Commission last August should be wiped out. On the other hand, the National Industrial Traffic League, at its recent annual convention, adopted a resolution opposing early general reductions of rates.

This organization for years was the foremost organization of shippers in seeking reductions and opposing advances of rates. The principal reason given for its present stand is that the railroads must have opportunity to rehabilitate and expand their properties if in future they are to give good and adequate service, and that they cannot rehabilitate and expand their properties unless allowed to make larger net returns in future.

On the other hand, there is widespread discontent among the farmers regarding the present rates. The farmers as a class are suffering severely from present conditions. The prices of their products have declined until, according to government reports, they average only about 15 per cent more than before the war. The prices of most of the things they buy have not declined anywhere near as much in proportion. Their present situation is due in only a small measure to the present rates. But the farmers and their organizations, especially those in the West and South, for over forty years have tended to attribute a disproportionate part of their troubles to alleged excessive railway rates. Many of them are doing this now.

Samuel O. Dunn

Some Reductions Are Favored

It is not the position of the railroads that no reduction of rates should be made. Their spokesmen all concede that, owing to the horizontal percentage advances which were made in 1918 under government control, and again in 1920, there are now many rates which are unfairly discriminatory or too high. They agree that these unfair and harmful adjustments of rates should be rapidly eliminated, and that this should be done chiefly by reductions. They hope and believe that in course of time increases in

*Written for the Illinois Central Magazine.

traffic and reductions of operating expenses will make practicable and desirable some general reductions. They are opposed to general reductions in the immediate future because they believe that any early general reduction would be not only unfair and harmful to the railroads, but contrary to the public welfare.

One argument which is now very often advanced for general reductions is that the rates are so high they are preventing a revival of general business and of railway traffic, and that therefore the railroads as well as the public would be benefited by reductions of rates which would permit of an increase in traffic. But incontrovertible facts show that the present rates are not preventing a revival of business or an increase of traffic. The freight business of the railroads declined about 40 per cent between October, 1920, and the end of February, 1921. Since then there has been a steady increase in the freight shipped. The number of carloads of freight shipped the last week in February, when the business reached its lowest ebb, was 658,282 cars. Since then the freight shipped has increased steadily, and in the week ended May 28, the latest week for which statistics are available, it was 787,237 carloads, an advance since the end of February of 19 per cent.

February Low Month in 1919, Too

The heaviest slump in traffic which ever occurred before was between the signing of the armistice in 1918 and the spring of 1919. In 1919, as in 1921, freight shipments reached their lowest ebb in the last week in February, being in that week only 667,708 carloads. It will be noted that in 1921 the traffic declined to a lower point than in 1919. The recovery of traffic in 1919 was regarded as rapid, but the recovery which has occurred in 1921 thus far has been more rapid than it was in 1919, for in the last two weeks of May the total shipments of freight exceeded those in the last two weeks of May, 1919, being 1,441,084 carloads in 1919 and 1,455,567 carloads in 1921. The traffic moving is still 20 per cent less than last October, but it is increasing faster under the present rates than it did under the lower rates in effect in 1919.

Even more convincing evidence is afforded by the statistics regarding the shipments of farm products. The prices of these products are relatively lower as compared with pre-war prices than those of any other large class of commodities. The advances in the rates on them were relatively the same as on other commodities. Therefore, comparing with pre-war times, the rates on farm products are higher relatively to present prices than those on almost any other commodities.

Shows Small Effect of Rates

Nevertheless, shipments of farm products have increased more relatively within recent months than almost any others. From January 1 to June 11, 1921, the total carloads of grain shipped was 876,581. This was 61,803 carloads more than in the same part of 1919, and 119,628 carloads more than in the same part of 1920. The number of carloads of fruits and vegetables shipped in the present season up to June 20 was 361,471, an increase over last season of 58,670 carloads. A few weeks ago propaganda was started to show that cantaloupes could not be shipped under the present rates from the Imperial Valley of California. Up to June 20 of this year, however, the total shipments were 5,170 carloads, as against 4,497 carloads last year.

Valuable testimony regarding the relationship of freight rates to prices of various products was given recently by W. H. Williams, chairman of the Wabash, in the hearings before the Senate committee on interstate commerce. He showed that on cattle sold in Chicago at $8.60 per 100 pounds the rate from Sioux City, Iowa, to Chicago was 44 cents per 100 pounds, or only about 5 per cent of the price. On hogs sold at $9.25 the rate from Des Moines was 40 cents, or about 4 per cent of the price. On a bushel of wheat sold in Chicago for $1.47 the rate from St. Cloud, Minn., to Chicago was 15.6 cents, or less than 11 per cent of the price. Another example that may be cited is that on a cantaloupe selling at retail in Chicago for 35 cents, the freight rate from California was about 4 cents. The consumer paid enough for it to cover the transportation charge, a reasonable profit to the retailer and the produce merchant, and a fair price to the grower. If the grower did not get

a fair price this was not due to the railway rate.

On most commodities of general consumption the freight rates, although higher than for years, are still low compared with the value of the commodities. Mr. Williams showed the 40 per cent increase granted last August in the rate on a box of apples from the State of Washington to Toledo was only 32 cents; on a crate of 30 dozen eggs from Kansas City to Detroit only 18 cents; on a pair of shoes from New England to Chicago only 1.8 cents; on a barrel of flour from Minneapolis to Toledo only 16.33 cents; on a suit of clothes from New England to St. Louis only 3.1 cents; on 100 pounds of sugar from New York to Kansas City only 20½ cents.

The Question of Argentine Wheat

The extent of the misunderstanding regarding the present rates is illustrated by a statement which recently was widely published to the effect that the Iowa farmer is paying a rate which approximates 30 cents a bushel on grain from Iowa to New York as against a rate of 10 cents a bushel from Argentine. The Argentine competition, as stated, would constitute a rather serious menace to the Iowa grain grower.

The rate on wheat from Waterloo and nearby points in Iowa to New York City is approximately 34 cents per bushel, and this rate carries the milling-in-transit privilege under which the wheat may be taken off, worked into flour and forwarded as flour to New York without additional charge. The lowest ocean rate we have been able to find from Argentine to New York is 13.6 cents per bushel. However, wheat is not grown at the seaboard in Argentine, and the rail rate from the wheat producing districts of Argentine to the point of export averages 10.1 cents per bushel, and the insurance rate .4 cents per bushel. This makes the total from the wheat-growing parts of Argentine to New York 24.1 cents. This might seem to place the Iowa wheat grower at a disadvantage as compared with the grower in Argentine. But there is practically no wheat consumed in New York. New York is a consumer of flour, and to ship the Argentine wheat from New York to a milling point and return it to New York as flour would add an additional charge of at least 12.4 cents in each direction. This would give a total rate for Argentine wheat (as flour) delivered at New York of 48.9 cents per bushel as against a rate from Iowa of approximately 34 cents. You will readily perceive the advantage the Iowa grower has. Investigation disclosed that no wheat whatever has moved from Argentine to New York this year. New York is not now and has not been a market for Argentine wheat.

Expenses Higher Than Estimated

Since it is clear that reductions in rates are not needed to enable the traffic of the

The Scandal Monger

We have many sculptors today who are different from those of old.

We have those who do not mold in material substances but who impress upon the minds of good American citizens the crude images of uncertainty—disloyalty to country and employer, unfaithfulness and discouragement.

You have met many of these sculptors in the last few years—so many of them that it is hard to tell when or how we will destroy them. They are the greatest menace to our nation today.

The greatest of these is the scandal monger, full of dissatisfaction and criticism, who advances no efforts toward the solution of the problems of the day. He is a poisonous reptile who comes in contact with clean American minds and infects them with his poisonous conversations. He is dissatisfied with the administrative officers of his country and his employers, as well as his fellow workmen. You meet him every day, you work with him, and you read his writings in the newspapers and periodicals. He's on all sides of you. It is necessary to get rid of him.

When he comes in contact with you, attack him as you would a reptile. Realize that he is dangerous. Be self-reliant and draw the poison from him.

Always remember that there is room for only two kinds of isms in this country, and those are Americanism and patriotism.—D. G. Benkert, *Conductor, Freeport, Ill.*

country to move, it is desirable and necessary to consider the effects which would be produced upon railway earnings and service by premature general reductions. It is well known that when the Interstate Commerce Commission last August fixed the present rates it estimated that the railroads would derive certain earnings from them and have certain operating expenses, and would receive a net operating income of 6 per cent upon the valuation of their properties made by the commission. In the last four months of 1920, when the railroads handled the largest business they ever handled in those months, the net return earned by them was at the rate of only 3.3 per cent. This was because their expenses were higher than had been estimated, and because the rates did not cause as large increases in earnings as had been estimated. The slump in traffic entirely wiped out the net operating income of the railroads in January and February, and the net return earned by them from September, 1920, to June, 1921, averaged only a little over 2 per cent. This is hardly enough to enable the railroads as a whole to pay the interest on their bonds. Furthermore, even the very small net returns obtained within recent months have been gained only by terrific reductions of maintenance expenditures. For example, owing to these retrenchments in maintenance there recently were in the country 325,000 freight cars which were in bad order.

Advance in Rates Inadequate

The railroads, under government control, were not allowed, like most business concerns, to make large profits and accumulate large surpluses, but were restricted to the same net return they earned in the three years before this country entered the war. Their properties were allowed to deteriorate. The number of freight cars available actually decreased 126,000 under government control. They perhaps have suffered more severely from the recent depression in business than any other class of concerns in the country. They must be allowed to rehabilitate their properties and get upon their feet financially if they are to be able to render the service the country will demand when general business improves and traffic increases. They cannot do this if general reductions in rates are soon made.

It is argued in some quarters that the latest advance in rates was made to offset the advance in wages granted by the Railroad Labor Board last July, and that the rates should be reduced to where they were last August because the Labor Board has ordered two-thirds of the advance in wages eliminated. The facts are that the advance in wages made last July was estimated at the time at $625,000,000, while the advance in rates was estimated at $1,500,000,000. The advance in rates had to be made so much greater than the last advance in wages because when the railroads were returned to private operation, before the last advance in wages was granted, they were incurring under government operation a deficit at the rate of almost $1,000,000,000 a year. Furthermore, the advance in rates when the railroads were handling a heavy business proved to be about $500,000,000 less than was needed to enable them to earn a return of 6 per cent. Obviously a reduction in wages of only $400,000,000 a year is not sufficient to justify a demand that the entire advance in rates of $1,500,000,000 be wiped out, especially in view of the fact that this advance in rates proved to be entirely inadequate.

Revival a Matter of Time

General reduction of rates, which would result in large reductions of railway earnings, should be postponed until the net earnings of the railroads have become large enough so that general reductions of rates will not completely disable them from restoring their properties to good physical condition.

It is only a matter of time until the production and commerce of the country will completely revive again, and unless the railroads get ready to handle a larger business than ever before the country will suffer enormous losses from the inability of its transportation system to handle its business.

The fact seems to be overlooked by many people that the movement of traffic can be much more seriously hindered by physical inability of the railroads to handle it than by the application of rates which seem high compared with those in 1917 before the

enormous advances in railway operating expenses due to the war and government control occurred.

The advance in rates granted last August was based upon estimates of future operating expenses. These proved so far wrong that even when the railroads were handling a large business they were failing at the rate of $500,000,000 a year to earn the net return expected. This shows the hazards involved in estimates based upon numerous uncertain factors of great importance. A large part of the recent losses the railroads have incurred have been due to these mistaken estimates. Any general reduction of rates proposed would have to be based on estimates of future traffic and expenses, which might prove to be equally erroneous.

Fairness to the railroads and the welfare of the country demand that future changes in rates shall be based on actual experience, and the only experience on which they can reasonably be based will be experience under the existing general scales of rates and the new scale of expenses which is now in process of being established.

Y. & M. V. Loses Zachary T. Jolly

Zachary Taylor Jolly, claim agent, Memphis division, died June 21 at St. Joseph's Hospital in Memphis at the age of 42 years. He had been in the Illinois Central

Zachary T. Jolly

System service since 1913 as claim agent at Clarksdale, Miss., with his residence in Memphis.

Mr. Jolly was taken suddenly ill at Clarksdale May 30. After spending ten days in the hospital for treatment of inflammation of the gall bladder, he went to his home, but returned to the hospital for an operation June 17. While the operation was a great shock to him, it was thought after twenty-four hours that he had passed out of danger and his recovery was expected. A few hours before his death he suffered a serious relapse.

Mr. Jolly was born September 14, 1878, at Huntingdon, Tenn., where he lived until 1909, when he removed to Memphis as a deputy United States marshal, a position he held for four years, then entering the service of the Yazoo & Mississippi Valley Railroad. He was married July 6, 1919, to Miss Ola Jordan, and they have lived at 1960 Central avenue, Memphis.

Mr. Jolly was in disposition all that his name implies, a sunny man who made many friends. He leaves a host of warm friends in the Illinois Central family, for he was known to officers and employes throughout the system. His place will be difficult to fill.

THIS IS REAL CO-OPERATION

Instances of effective co-operation between departments are cited by W. H. Brill, general passenger agent at New Orleans, who says: "I wish to call attention to the splendid co-operation the passenger department is receiving from employes at New Orleans Union Station, special mention being made of Station Master McDerby, Baggage Agent Cardno and his assistant, Mr. Nugent. There have been instances where these gentlemen and their assistants have really gone beyond the scope of their own departments to solicit competitive business, namely: eight passengers to Eastern Canada and several to New York and Louisville, as well as to various other destinations."

With the Flyers at Chanute Field, Where Even Dogs Take Wings

Uncle Sam's School Turns Out Mechanics and Records Along the Illinois Central at Rantoul

TRAVELERS on the Illinois Central Railroad who see the numerous airplanes hopping off or gracefully landing in a field just south of Rantoul, Ill., do not always realize that many interesting things have happened there, and that there is an invaluable store of information in the buildings at the side of the field.

The place is known as Chanute Field. It is the home of the Air Service Mechanics' School of the United States Army, the only institution of its kind in the United States.

A parachute jump from the greatest height ever made was accomplished at this field when Lieutenant A. G. Hamilton leaped from an airplane on March 22 at an altitude of 23,700 feet. Lieutenant Harry Weddington flew the airplane from which the jump was made. It was a De Haviland B 4 type with a Liberty motor and had been specially equipped in order to reach the altitude desired.

When Lieutenant Hamilton jumped, he was not visible to those on the ground, and had probably been floating in the air for some time before they located him. The landing was perfectly made.

Bing Ready to Fly

June 17, 18 and 19 were the gayest of days at the field. Airplanes were taking to the air, climbing to a high altitude and then rolling over and over in all sorts of stunts. They were landing on the field just about as fast as they were hopping off, but the landings seemed to be more cautious. In fact, on several instances on the first day, wings were torn off, wheels broken and the noses of airplanes jammed into the ground when a landing was attempted.

A Reunion of U. S. Aviators

These three days were joy days, because it was a reunion of the aviators who were in service during the war. The government set these days aside and offered airplanes to former soldiers, that they might renew their familiarity with the airplanes and keep in the practice of flying them.

Although some of the men had not been inside an airplane for more than two years, they did not hesitate to start the motor, climb in and take to the air. The first trips of these men were interesting. The ascent seemed to be perfect. At a safe altitude the airplanes would be turned loose. They looked like birds that had been freed after a long life in a small cage. They rolled and tossed, looped and dived. The pilots seemed to be trying out every stunt they had learned. But when it came time to land, that was a different story. It was apparently the most difficult feat of all. Luckily, there were no serious accidents, but a number of the airplanes had to be taken to the hospital for repairs.

Chanute Field had a sad day June 16. On this day Bing, a small dog, supposed to be the only one in existence that has made parachute jumps, was sent away. Lieutenant J. L. Stromme, the owner of the "sky-terrier," was recently transferred to

1st Lt. Arthur G. Hamilton, Jumper - Left
1st Lt. Harry Weddington, Pilot - Right
After breaking world's altitude parachute jump record 23,700 ft.
Ship "Jeremiah III" De Haviland 4 B. Chanute Field, Ill., Mar. 22 1921

The Field's equipment lined up for outdoor class work

Air service mechanics learning their trade

Washington, D. C., and asked that the dog be sent to him.

Lieutenant Stromme straps a parachute on the back of Bing, holds him on the wing of the airplane until they are 500 feet high, then loosens the parachute, and the dog drops safely to the ground. The apparatus has been specially made for the little aviator, and he has made many jumps.

Sorry to Lose the Dog

Every man on Chanute Field was sorry when the word came that they were to part with Bing. He was a true friend to everyone, always in the best of spirits and extremely playful. All had learned to love the little creature, and he, in turn, seemed to divide his affections so that each man felt that the dog thought most of him.

Bing could not leave the field like an ordinary dog. He was respected too highly for that. When the day for his departure came, the band was called out, and the entire body of soldiers formed a parade. Bing had a lieutenant as escort and the honor position in the parade, just behind the band. At the station, Bing stood at attention while he was saluted by his army of friends.

But the 1,128 men at Chanute Field do not have all play and no work, although, to the outsider, their work is just as interesting as their play.

There are twenty-six courses of study in the school. The aviators are taught the construction of airplanes in every detail, and they are instructed on domestic and foreign makes of motors. Airplane bodies are taken apart and accurately put together again. Instructors cause motors to function improperly, and the students are told to locate the trouble.

Planes Like Those Used in War

All the airplanes at the field are of the type used in the World War. There are twenty now that are in flying condition. These are of the following types: Le Pere, De Haviland, British S. E. 5, Scott, German Fokker and French Spad.

Chanute Field was used as a training field for aviators during the World War. Recently the Air Service Mechanics' School was transferred there from Kelly Field, Texas. Kelly Field is now being used as a training field.

On the Wing of a Plane

Plans have been made for permanent improvements at Chanute Field. It is expected to be developed into one of the best aviation fields in the United States.

Government air mail pilots make Chanute Field a landing station on the St. Louis-Chicago route, but they have no connection with the field. They alight there to replenish their supply of oil and gasoline.

Visitors at the field and school are courteously received, and a guide is appointed to take them through all the buildings to view the classes that are under instruction. But the government has issued an order that no visitor is allowed to be taken up in an airplane.

EXPLAINS TO EDITOR

A recent issue of the Calumet *Index,* published on the lines of the Illinois Central at the southern edge of Chicago, contained a letter to the editor regarding the Esch-Cummins law. This letter was written by Walter E. DuBois, a clerk in the local treasurer's office at Chicago, and was in reply to an editorial that had previously appeared in that paper attacking the provisions of the law. Mr. DuBois' letter pointed out how unlikely it is that "watered stock" is to be found in railway financing, called attention to the small effect that increased freight rates have had on prices, pointed out that the cost of living is steadily dropping, and prophesied that the provision for turning over to the government all profits in excess of a certain per cent would eventually mean something to the government, citing the case of the charter tax that the Illinois Central pays to Illinois.

Illinois Central System Makes an Appeal to Shippers and Consignees

The amount paid out by the railroads on account of loss and damage to freight represents an economic waste burdensome alike to the railroads and the public. That this waste is substantial is shown by the following record of the loss and damage payments made by Class I roads:

1916	$ 23,346,965
1917	35,079,757
1918	55,852,797
1919	104,507,174
1920	104,398,930

The Illinois Central System has borne its share of the economic waste on account of loss and damage to freight, as will be seen by examining these figures:

1916	$ 655,293
1917	1,077,720
1918	1,653,706
1919	2,298,250
1920	2,745,099

The foregoing figures show how the problem of loss and damage to freight has got out of hand. The Illinois Central System, in common with other railroads, is making a determined effort to reduce this drain upon its revenues. In this we need the painstaking co-operation of shippers and consignees. We, therefore, earnestly request that all shippers and receivers of freight co-operate with us to make this movement a success.

During May, 1921, 68 per cent of the amount paid out for loss and damage to freight on the Illinois Central System was on carload shipments. We request carload shippers to insist upon being provided with cars suitable for the particular kind of freight they desire to ship and to see that shipments are properly braced and stowed in cars to prevent damage by shifting.

We request shippers of less-than-carload freight to comply with the rules and specifications of the Consolidated Classification Committee appointed by the Interstate Commerce Commission by selecting substantial containers in which to pack their goods for shipment, so

that packages may not be crushed and contents damaged when loaded into cars with other freight. We request them to mark their packages plainly as to name of consignee and destination, removing all old marks that may appear on packages, and to furnish legible billing orders, so that billing may indicate clearly the name of consignee and destination. We also request them to deliver their goods at freight depots early in the day to avoid hurried loading and billing.

The president of a large wholesale house on the line of the Illinois Central System was told by one of our agents that many packages were being sent back to his house on account of improper packing and addressing. He expressed great surprise and immediately called in his shipping clerk to ask him, in the presence of our agent, how many packages were being returned from the Illinois Central System daily. The shipping clerk replied: "I cannot tell you exactly, but a good many." As a result of this interview, the necessary corrective measures were immediately applied.

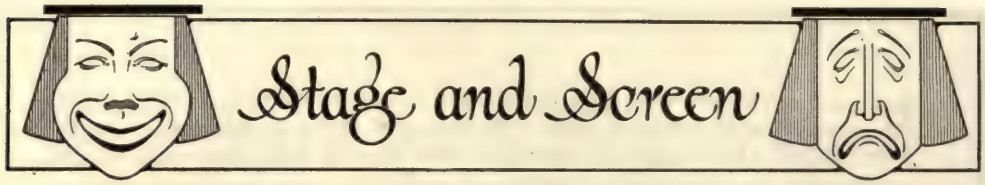
We request receivers of freight to observe the character of containers used by shippers and the manner in which goods are packed, crated and marked, particularly when goods are not received in good order, and to make those facts known to the shippers, appealing to them to use good containers on the ground that defective goods and delayed transportation service cause them a loss of trade. We also request receivers of freight to notify our representatives promptly of any concealed loss or damage to their shipments, in order that immediate investigation may be made. Some receivers of freight neglect to do this for days, and even weeks, after shipments have been received, rendering it difficult for the proper inspection and investigation to be made. This militates against good service.

Our purpose in presenting this problem to our patrons is to enable us to render a better service, by eliminating delay in the delivery of freight in good condition, and to assist in reducing the cost of transportation. By no means do we claim that all of the trouble is due to lack of care on the part of shippers and consignees. We are doing everything within our power to correct abuses for which we are responsible. We are putting forth our best efforts to render a service of satisfaction. By working closely with shippers and receivers of freight, we believe it possible to bring the troublesome question of loss and damage under control, to the great advantage of shippers and receivers of freight, as well as to this railroad.

Constructive criticism and suggestions are invited.

C. H. MARKHAM,

President, Illinois Central System.



GEORGE M. COHAN recently said he was "through" with the stage as a producer, and events have borne out the prophecy he made. "The Tavern," in which he has been playing the Vagabond in New York, has closed—it is said, at the height of its popularity. This leaves as his surviving production "The O'Brien Girl," which is running in Boston. All of his various other productions are off the stage, although some of them were booked as far ahead as August.

TO GIVE THE UNDERSTUDIES a workout, the members of the cast of "The Bat" playing in New York are going to take two weeks' vacations this summer, one at a time. Their roles will be played by actors who will tour in the play next season.

AN OLD MAID CLOWN is something to look forward to. Announcement has been made that Doll I. Farlardeau has signed with A. H. Woods as the old maid clown in "Ladies Night" for next season.

H. B. WARNER, long a popular movie star, has accompanied his wife, Rita Stanwood, in a desertion of the films and is now rehearsing a new play in New York.

"MILESTONES" in an actor's life, according to the *Billboard*, are as follows: A few seasons ago—"A Prince There Was"; last season—"The Meanest Man in the World"; now—"The Vagabond."

CHARLOTTE GREENWOOD, the elongated comedienne, is to give us another musical comedy of the "Letty" series next season, it is said. The name of the new one will be "Poor Letty."

THE PHENOMENAL SUCCESS, "Lightnin'," with Frank Bacon, shows no recent sign of breaking away from New York, where it has passed its twelve hundredth performance. Some hope had been expressed of getting Mr. Bacon and his play to Chicago this year, but the announcement is now made that it will begin its fourth year in the East on August 26.

"PEG O' MY HEART" is to be played by Miss Elsie Janis at the Theatre de Vaudeville in Paris, France, during September and October. The language used will be French, Miss Janis announces.

TRUST SIR JAMES BARRIE to get out something new occasionally. In his new one-act play called "Shall We Join the Ladies?" Sir James introduces his audience to twelve men seated around a table after the women folks have left. The host announces, unexpectedly, that his brother has been murdered in Monte Carlo and that the murderer is present as one of the guests. And then he proceeds to cross-examine the twelve.

MAUDE ADAMS, stage creator of "Peter Pan" and other favorite characters of recent years, received the honorary degree of Master of Arts from Union College at its recent 125th commencement. She is the first woman honored in this manner by Union College.

J. HARTLEY MANNERS, the dramatist, who was recently in Chicago with his wife, Laurette Taylor, during her engagement in "Peg o' My Heart," is putting the finishing touches on a new play for his talented wife, which will be presented at the opening of next season, before they make their production of Fanny Hurst's "Humoresque." Mr. Manners has not disclosed the nature of his new work. For many years he has written on an average

Ula Sharon
in
"Broadway Brevities"
Vivian Martin
in
"Just Married"
Robert
Barnett
in
"The Bat"
Footlight
Celebrities
Lenore Taylor
in
"Peg o' My Heart"
Billie Davis,
Ruth Chatterton
Daisy O'Neil
in
"Passing
Show of
1921"

a play a year. His last was "One Night in Rome," presented last season in New York and London.

ETHEL BARRYMORE is back in vaudeville again with Sir James Barrie's play, "The Twelve-Pound Look," which she has played so often.

"ARMS AND THE MAN," Bernard Shaw's play, has been reported as withdrawn from the stage at Vienna, Austria, because of the opposition of Bulgarian students, who regard it as an insult to their country.

CHAUNCEY OLCOTT will go on tour next season in a revival of "Ragged Robin."

TURNING TO THE MOVIES, one observes that Bert Lytell is working on an adaptation of Franz Mollner's play, "Liliom." Mr. Lytell will have it titled "A Trip to Paradise."

DOROTHY GISH of the movies is trying out a dramatic play in stock in Canada this summer, and if she makes a go of it, she intends to start out in a regular stage play with her husband, James Rennie, as leading man.

MACK SENNETT has been reorganizing, it is reported. Charles Murray is definitely out of the Sennett forces. Others gone are Kalla Pasha, James Finlayson, Louise Fazenda and Polly Moran. Ben Turpin is still on the job, however. Sennett is planning to divide his productions, making half of them comedies of his usual order and half of them serious five-reel stories. In the dramatic productions now working on location are Noah Beery, Mabel Normand, Ben Deely, Lowell Sherman, Jack Mulhall and Jacqueline Logan.

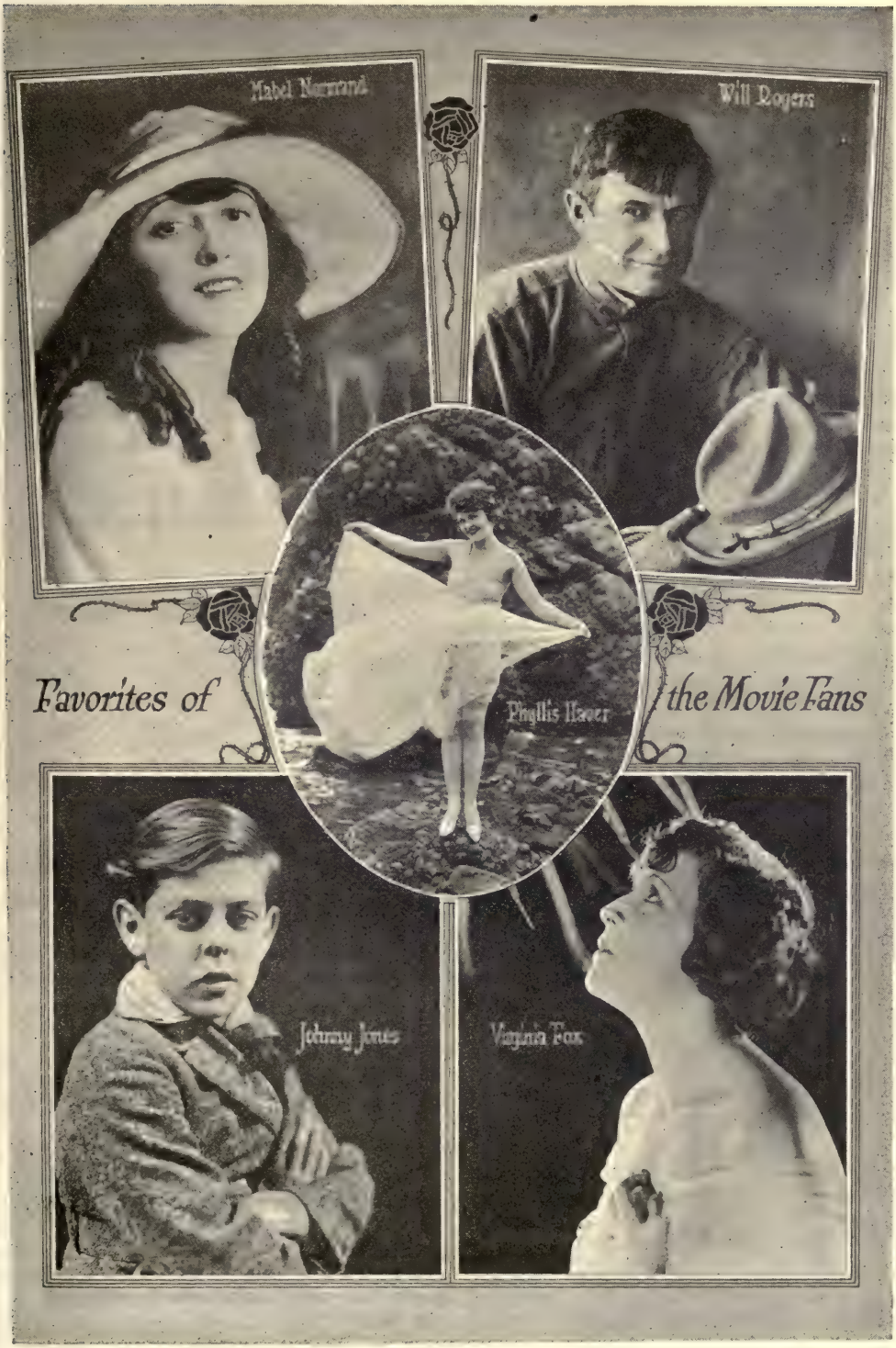
JUDGE PRIEST in "Boys Will Be Boys," the Goldwyn picture starring Will Rogers, is played by Ed. Kimball, father of Clara Kimball Young. He is an old school actor, with a long legitimate stage career, and is often seen on the screen in support of his daughter.

TOM MIX'S latest picture for Fox has been titled "A Ridin' Romeo."

SPEAKING OF FACE POWDER—even the sun dabs it on in the movies! The other day Victor Schertzinger, directing Tom Moore in "Beating the Game" at the Goldwyn studios, decided to photograph the sun's rays as they came through a group of trees to the scene of action. "Impossible," said the cameramen, "to register the rays unless we put on a little make-up." So they proceeded to throw a handful of cream colored powder into the air and, as it filtered down through the sunlight, they photographed the scene. Old Sol no doubt will be asked to endorse the brand of powder used.

HOW MANY FAMILIES can you name which have three or more of their members in the movies? There are four Moore brothers in films, Tom, Owen, Matt and Joe. The Pickford family is represented by three, Mary, Jack and Lottie. There are three MacDonald sisters, Katherine, Miriam and Mary, the latter being known on the screen as Mary MacLaren. Viola Dana, Shirley Mason and Edna Flugrath are sisters, the family name being Flugrath. Everyone knows of the Talmadges, Constance, Norma and Natalie. There are three Ince brothers in films, Thomas, John and Ralph. The Stewart family has its representatives Anita, Lucille, Lee and George. Then there are Ethel, John and Lionel Barrymore. Three Marsh sisters have shown on the screen at various times, Mae, Marguerite and Mildred.

CHARLES URBAN has recently completed a short length, "Swat the Fly," for the Kineto Review. If that will inform us how to get rid of the pest entirely then the motion pictures have not lived in vain.


Mabel Normand
Will Rogers
Favorites of
Phyllis Haver
the Movie Fans
Johnny Jones
Virginia Fox

Picnic Sandwiches

I venture to say that the finest sandwiches we ever ate were those which were made of the bread that mother used to bake, with a generous layer of home-boiled ham, corned beef, or tongue between the slices. And she didn't remove the crusts, either. Each wholesome piece had a golden rim which was munched with delight.

In these days of the sanitary bakery, we find that we can purchase bread which is almost as good as mother's. The bakeries make an excellent sandwich loaf, which can be procured for any desired day by placing an order with the baker a day in advance.

To make a sandwich which is at once dainty and appetizing, the bread must be cut so that the slices are neither too thick nor too thin. A crisp lettuce leaf makes an agreeable addition to almost any sandwich. The butter should be softened to spread smoothly. Waxed paper will keep the bread fresh, and if it is necessary to prepare the sandwiches the night before, they may be kept moist by wrapping them in a damp cloth.

It is usually desirable to prepare at least one kind of meat sandwich for the picnic lunch. Thin slices of cold tongue, ham, corned beef, sausage, veal loaf, roast pork, roast beef, or chicken may be used.

For those who crave something different, the following is a list of appetizing sandwiches, easy to prepare:

Date and nut. Stone the dates and run the dates and shelled walnuts (equal proportions) through the food chopper. Mix with salad dressing and spread on bread.

Egg and pickle. Mix hard boiled egg, finely chopped, with one-half the quantity of piccalilli or finely chopped sweet pickle. Moisten with salad dressing.

Pork and peanut. Run through the food chopper an equal quantity of cold roast pork and shelled, unsalted peanuts. Mix with salad dressing.

Schmierkaese or cottage cheese. Mix finely chopped nuts with schmierkaese and spread on rye bread.

Pimento cheese. There is on the market an excellent brand of pimento cheese, ready to spread, and also cheese with green pepper, both delicious for sandwiches.

Household Hints for Home Makers

To remove berry stains from table linen, place the stained portion over the top of a pail, and pour boiling water through the cloth until the stain disappears. Apply common salt to tea stains (if possible, while the spot is still wet), let stand for a while, and then wash as usual.

To wash hairbrushes easily and quickly, add a few drops of household ammonia to the water.

Grated cheese is delicious spread over apple pie.

Almost every woman likes to paint—or calcimine. Be sure to strain the calcimine through cheesecloth before applying it to your rooms.

Tested Recipes

PEACH SALAD. Use canned peaches. Place ½ peach on lettuce leaf for each plate. Chop finely 1 stalk celery, add 2 tablespoonfuls of mustard seed, 1 tablespoonful of vinegar, a dash of salt, and 1 tablespoonful of salad oil, and form little balls to place in the center of each ½ peach. Just before serving, dress with fruit salad dressing.

LEMON PIE. To the juice and grated rind of 1 lemon add ¾ cup of sugar mixed

with 1 tablespoonful of flour; then add beaten yolks of 4 eggs. Stir all together and add ½ cup of hot water. Cook until thick. When cool, add pinch of soda, and then add the whites of 4 eggs beaten with ¼ cup of sugar until stiff. Stir together and put in crust and brown in oven.

CARAMEL PUDDING. 1 pint milk, 2 heaping tablespoonfuls cornstarch, 2 eggs, 1 cup light brown sugar, 1 teaspoonful vanilla. Mix cornstarch and milk, and scald the milk, stirring often. Add the eggs, well beaten. Heat a spider hot. Into it put the brown sugar, stir and allow to caramelize. Add the custard mixture to the caramelized sugar, and cook slowly, stirring constantly, until smooth. Add vanilla last, remove from fire, and put into molds which have been rinsed in cold water. Serve with whipped cream. (This quantity will serve five persons.)

Every Woman's Duty

Brushing the hair is said to be fatal to the marcel wave. Nevertheless, to keep hair and scalp in good condition, the daily use of the hair brush is indispensable. Fifty strokes of the brush every night or morning will produce that clean, glossy appearance which is one of the ear marks of good grooming. (Anyway, in Paris the popularity of the wave is on the wane.)

"Her neck looked old"—terrible indictment! The neck, like the hands, frequently betrays a woman's age. Massage the lines in your neck with a good skin food. Persevere in this treatment and the results will be gratifying.

If a trim coiffure is your particular style, and you hesitate to go about hatless on that account, try wearing two hair nets instead of one, pinning the second in place over the first, and defy the breezes to disarrange your locks.

Vinegar, applied to the affected parts, will take the sting out of sunburn.

From the Shops

Of organdie are the newest shades for lamps and candles. Exquisite tones are obtained by combining delicate tints of this lovely material.

For sports and street wear the sleeveless slipover dress has made its bow. Any style blouse may be worn with this dress.

Picturesque for midsummer are Leghorn hats, wide brimmed and laden with flowers of exquisite color.

Eyelet embroidery, excellent for introducing color contrasts, is still in favor on some of the newest gowns.

For sports wear white shoes trimmed with patent and brown leather are modish.

Summer dresses of dotted swiss and voile are a joy to the beholder. A favorite color is the ever-popular blue, with dots of red, or gold, or white.

When packing the vacation bag, one is reminded that almost as indispensable as the toothbrush is a sweater coat. Smart slipover and tuxedo styles of pure wool or heavy fiber silk, all colors, are displayed in the stores.

The Apartment House

Severe against the pleasant arc of sky
The great stone box is cruelly displayed.
The street becomes more dreary from its shade,
And vagrant breezes touch its walls and die.
Here sullen convicts in their chains might lie,
Or slaves toil dumbly at some dreary trade.
How worse than folly is their labour made
Who cleft the rocks that this might rise on high!

Yet, as I look, I see a woman's face
Gleam from a window far above the street.
This is a house of homes, a sacred place,
By human passion made divinely sweet.
How all the building thrills with sudden grace
Beneath the magic of Love's golden feet!

—Joyce Kilmer.

Life's Little Lies

"It's a Paris model, Madame, and so very reasonable at $50."

Moonlight on the lake.

Girl: "Jack, have you ever been in love before?"

Jack: "Dearest, you are the only girl," etc., etc., etc.

Monday in June.

Boss: "Fine cool day to work."

Steno: (with badly sunburned shoulders, temperature 1,000): "Delightful!"

Uncle Sam Builds a Great Sanatorium at Dawson Springs, Ky.

Health Resort on Illinois Central Soon to Boast of Care for Our Disabled Soldiers

OUT on a wooded hill-top three miles from Dawson Springs, Ky., the United States government is now engaged in spending approximately $2,250,000. That sum is the estimated cost of the new Public Health Service Sanatorium now being constructed there. Since Dawson Springs has no rail service except that furnished by the Illinois Central, the sanatorium project is of deep interest to this railroad, and considerable revenue has already come to the company from the freight that has had to be handled to Dawson Springs.

The sanatorium at Dawson Springs is one of several which the Public Health Service is now putting up to care for the soldiers who are yet suffering from the effects of the world war. That the purpose of this sanatorium is to care chiefly for tubercular patients is to be gathered from its plan. Statistics show that many of the men who were gassed in the war have since contracted tuberculosis. Beds for at least 500 of these cases will be ready early next spring at Dawson Springs. The sanatorium personnel will include about 250 skilled specialists, nurses and attendants. The complete plant will almost entirely cover the broad hill-top selected as a site. Twenty-one buildings of major importance will compose the sanatorium. Eight of these are at present under construction.

$680,668 for First Eight Buildings

The contract for the first eight buildings, for which a total of $680,668 is to be paid, is being executed by the George W. Langford Company of Louisville, Ky., in conjunction with the local agents, the Dawson Springs Construction Company. Willis Kennedy of Louisville is superintendent of construction for the Langford company, while Fremont P. Ward, superintendent of construction of United States public buildings, is on the job in the interest of the government.

Murch Brothers of St. Louis, Mo., have a contract for the building of the power house, in amount $42,000. S. W. Rittenhouse of Washington, D. C., has a contract for the installation of the mechanical equipment of the buildings, in amount $62,000, and $52,000 for the mechanical equipment of the power house. The Wickes Construction Company has the contract for the erection of the 100,000-gallon water tank.

All work is under the charge of Mr. Ward,

A General View of the Plan for the Sanatorium.

and is being handled by the supervising architect of the Treasury, Washington, D. C., who has designed the sanatorium for the Public Health Service. Every effort is being made to expedite the work and provide care for the soldier boys who have lost their health in Uncle Sam's service.

The first eight buildings consist of an infirmary, one building for semi-ambulant patients, and six buildings for ambulant patients. These buildings have reached the interior plastering stage, and should be ready for occupancy by the first of October. The remaining thirteen buildings are to consist of a mess hall and kitchen, a recreation building, an administration building, a building for nurses' quarters, one for junior officers' quarters, one for senior officers' quarters, a home for the officer in charge, a non-tubercular hospital, a building for attendants' quarters, a laundry, a power house and a gas house. Bids for the construction and mechanical equipment of the remaining buildings have been asked for July 13, and construction more than probably will begin within the next two months. If it does, the completed sanatorium should be ready for use early next year.

Has an Ideal Situation

The situation of the sanatorium is almost ideal for its purpose. The hill-top is high and dry—with an elevation of more than 600 feet and a clear exposure to the light so often sung about as "The sun shines bright on my old Kentucky home." Every view is a vista of green wooded hills, as far as the eye can reach, and all of the buildings to house the patients have either southern or eastern exposure. The location is out in the quiet open places, far from the "madding crowds" that somebody wrote about, and under the hill, feeding the wells, are the mineral springs that have made famous the little city of Dawson Springs.

The hill-top is about two hundred feet above the Tradewater River. The site overlooks the surrounding country for a distance of fifteen miles. It is covered with beautiful woods of pine, dogwood, hickory, white-oak and persimmon. The elevation renders the drainage excellent, and the breezes blow over the hills when there is any movement of the air. This site was chosen in competition with many other propositions placed before Congress. This land is particularly adapted for fruit growing and pasture. Some of the finest peaches grown in Kentucky have been grown on this property.

Uncle Sam, in his usual thorough manner, is seeing that things are done properly in the construction of the sanatorium, so that none of the advantages of the location will be lost. For the most part, the units are to consist of two-story stuccoed fire-proof buildings, built for permanency. The foundations are to be of concrete and the walls of load-bearing tile. The floors and ceilings are to be of concrete. The cement comes from Kosmosdale, the tile from near Louisville, and the sand and gravel from Paducah; so it can be seen that the Illinois Central has

Open Bedrooms Shown at the Right

practically all the traffic to itself. Certain equipment formerly used at Camp Taylor, the army cantonment at Louisville, has been utilized at Dawson Springs, and even this has had to travel over the Illinois Central.

The government is carrying on a large portion of the work under the purchase and hire system—buying the material directly and hiring the labor—and so far this has been a saving of money for the government and has expedited the work of construction. A large part of the work has been done with the salvage material shipped from other camps. About 1,000,000 feet of lumber

has been sent besides the four tubular boilers, water piping and plumbing materials.

Patients to Live in the Open

The buildings that are to accommodate most of the patients are the ones that are being built now. For the most part they are long narrow buildings, open to the world on one side so that the patients can have all the light and air there is. They will practically live out of doors. The twenty-eight bedrooms in each building for the ambulant patients will be merely booths built along what is practically a long porch; the only inclosed parts of their buildings will be the day-room in the center, with its fireplace, and the wing back of it for toilet and bath facilities. For the semi-ambulant patients, the building is being made so that their thirty-six bedrooms can be shut off completely from the porch if need be; in other respects the construction is much the same as in the buildings for the ambulant patients.

About two hundred men are steadily employed at the present rate of construction. As there is no community nearer at hand, these men live in Dawson Springs and travel back and forth to and from work every day by truck over those three miles of hard-surfaced road.

Had to Build a New Road

This calls to mind another piece of work that the government had to do. When the best is said for them, some of the dirt roads in Kentucky cannot be called the finest in the world. When the Public Health Service selected this site outside of Dawson Springs, the government had to build a rock highway—a brand-new road—over the hills and across the picturesque Tradewater River to connect the Illinois Central's spur track with the site of the construction. That road is an achievement in itself. Its construction spurred on the Dawson Springs boosters, and now there is a hard-surfaced county road running to the sanatorium. The material for building is hauled over these roads from the freight cars to the sanatorium in motor trucks which the construction company has leased from the government.

According to Mr. Kennedy, superintendent for the contractors, the trucks had to struggle over the dirt roads when construction began at the sanatorium in October, 1920, but the work became much easier when the hard road was opened on November 10, 1920.

The mineral water at the sanatorium, while providing the patients with excellent drinking, presents its own problems in construction and maintenance. According to Mr. Kennedy, the water has properties that hasten the setting of the plaster of paris so much that the workmen have to make unusual speed in order to get it in place before it sets. Just what measures will be taken to make the water fit for boiler use have not been explained. There is a chance that ordinary unmineralized water can be found, as the city water supply of Dawson Springs is of this nature. You can get mineral water baths at Dawson Springs if

The Scene at Present—Infirmary in the Center

you want them, but the barber shop gives you just the ordinary kind of shave.

A Western Kentucky Affair

The sanatorium is really not exclusively a Dawson Springs affair. All that part of Kentucky chipped in to win its location there. Contributions from many sources made possible the gift of those 5,000 acres of land to the government. Although Dawson Springs is in Hopkins County, the sanatorium is just over the line in Christian County, and Hopkinsville, to the south, is sharing in the boom that the sanatorium has brought. Great plans have been made for an improved system of roads, and it is predicted that the location of this great government project in that part of the country will be of great and lasting benefit to the whole neighborhood.

Probably the best-known backer of the movement for the sanatorium is Theodore R. Troendle, president of the Dawson Springs Construction Company and for many years a prophet of Dawson Springs' commercial possibilities. The bill providing for the sanatorium was introduced in Congress by Representative David Kincheloe of Madisonville.

Where Town Pump Is Glorified

Dawson Springs itself is a place where the town pump has reached its ultimate glorification. Without the town pump and the mineral water that bubbles therefrom, Dawson Springs would be just another sleepy little Kentucky station on the Illinois Central lines. As it is, Dawson Springs has become a mecca for health seekers from all over the south; its name is recognized readily anywhere in that broad region, and plans have been made to promote it as a rival for the noted Indiana spas—French Lick and West Baden.

There is something healthy about Dawson Springs that the casual visitor notices without realizing exactly what it is. The altitude is considerable; one cannot help noticing that when he observes the regrading that has been done by the Illinois Central almost all the way along the line from Paducah. Our friend, the photographer, declared that "Casey Jones" had been written with the Kentucky division in mind, and that the famous wreck took place on the old grade west of Dulaney Hill; be that as it may, the traveler comes as close to getting mountain scenery on that stretch of the lines as anywhere else on the Illinois Central System.

Known as Spring Training Camp

At Dawson Springs, too, there is something carefree and hopeful in the attitude of the health seekers who promenade around informally, tin cup in hand, to cluster at the pumps, who take their ease in the shadow of the hotel, or who wander out to the bath houses to get their ailments boiled and perspired out of them. More than twenty hotels are listed in the Dawson Springs directory, in addition to numerous rooming houses, so that Dawson Springs is equipped to handle more than 2,000 visitors at a time —almost exactly as many visitors as there are residents of the town. For many years Dawson Springs has been a spring training camp for the big league baseball teams.

Mr. Troendle's big project—one that has lain almost dormant for some time but which seems more than likely to be revived with the completion of the government sanatorium—is that for the great Karlsbad Hotel, to cost $3,000,000, to have 1,100 rooms and to bring Dawson Springs to the fore as one of the greatest health resorts in the country. This project was explained in a write-up of Dawson springs in the *Illinois Central Magazine* for July, 1917. It is again becoming a subject for conversation around Dawson Springs, and many who feared that Mr. Troendle might not be able to "put it over" have had their expectations cheered by the winning of the public health sanatorium—in itself an achievement that will be a great advertisement for the springs.

The prosperity of Dawson Springs is wrapped up in the Illinois Central, as anyone can see by glancing through the advertising matter issued there. Any map showing the location of Dawson Springs is almost sure to be a map of the Illinois Central System, with perhaps a few other lines thrown in to show the central location of the town. G. C. McAuley is agent there, and much of the good feeling toward the Illinois Central can be traced to his courteous and efficient treatment of the shipping and traveling public.

Does the Carrier Profit in Adjustment of Claims Regarding Coal?

M. P. Blauvelt Takes Up Question of Scale Variance and an Arbitrary Percentage Deduction

The employment of a percentage deduction from the recorded scale weights in handling claims for alleged loss of coal in transit, taking into account the scale tolerance permitted under government standards and loss due to the inherent vice of the commodity, does not constitute an advantage to the railroad and an injustice to the shipper. This is the attitude taken by Vice-President M. P. Blauvelt in a letter to the editor of The Retail Coalman (Chicago), in which Mr. Blauvelt defends the practice from an attack by Ralph Merriam of the Chicago Bar, under whose name a copyrighted article appeared in The Retail Coalman for May.

Mr. Blauvelt explains the practice followed by the carriers in handling claims for alleged loss of coal in transit, and it is believed his letter will be of interest to readers of the Illinois Central Magazine. The body of it follows:

THERE appeared in *The Retail Coalman* for May, pages 45 to 47, a copyrighted article by Mr. Ralph Merriam dealing with the question of scale variance as applied to claims against carriers in connection with the transportation of coal. Mr. Merriam, assuming an arbitrary percentage of the shipping weight as representative of scale variation, cites sixteen hypothetical cases by which he seeks to show that the employment of a percentage deduction in the handling of claims for alleged loss of coal in transit is unfair to the shipper in that its advantage, where an advantage occurs, is always in favor of the carrier, usually with injustice to the claimant.

Mr. Merriam cites a group of eight hypothetical cases as representative of conditions where there has been an actual leakage or pilferage of coal and eight others as representative of conditions where there has been no actual leakage or pilferage.

The concern of the carrier is, of course, limited to a consideration of the first group, for certainly where there has been no leakage or pilferage the carrier should not be called upon to respond for damages as a result of error in the scales or manipulation of them. In fact, Mr. Merriam recognizes this point when he fails to show that the application of the percentage deduction would work unfairly against the shipper in any of the eight cases of his second group, while he does show that it would prevent an actual injustice against the carrier in three.

In all cases where the evidence as developed by careful investigation indicates leakage or pilferage in transit it is the general practice of the carrier to recognize full liability based on the scale weights without a percentage deduction. This practice exists notwithstanding the fact that the element of scale variance certainly enters into the determination of the weights in such cases just as it does in cases where the only evidence of loss is a discrepancy in weights as recorded by scales at origin and destination. However, let us disregard the advantage to the shipper which accrues under this practice of recognizing, in spite of the scale variance equation, full liability in cases where the carefully developed evidence would indicate leakage or pilferage, and examine Mr. Merriam's cases further.

What the First Case Shows

In the first case of his first group Mr. Merriam cites a hypothetical instance of an actual loss in transit and an error in the scales at point of origin, as follows:

	Pounds
Actual weight at mines	90,000
Scale weight at mines	91,800
Actual weight at destination	88,500
Scale weight at destination	88,500

Mr. Merriam says:

"If the claimant adheres in this instance

to the loss indicated by the difference in scale weights and refuses any allowance for scale variances, he would file his claim for 3,300 pounds, while his actual loss is only 1,500 pounds. If he accedes to the carrier's request, and allows 2 per cent of the mine weight of 91,800 pounds, or 1,836 pounds, for assumed scale variance, he would file his claim for 1,464 pounds, or 36 pounds less than his actual loss."

In this case it is conceded that the 2 per cent deduction would result in substantial justice to all parties. It also is conceded that, if the 2 per cent deduction were not made in this case, the claimant would be paid for 3,300 pounds, resulting in a substantial injustice.

An Instance of Actual Loss

In the third case of his first group Mr. Merriam cites a hypothetical instance of an actual loss in transit and an error in the scales at point of destination, as follows:

	Pounds
Actual weight at mines	90,000
Scale weight at mines	90,000
Actual weight at destination	88,500
Scale weight at destination	90,270

The conclusion which Mr. Merriam advances with reference to this case is:

"The shipper, relying on the scale weights, would in this instance file no claim, although the actual loss is 1,500 pounds. The 2 per cent deduction rule does nothing to save the shipper in this instance from this injustice."

It is difficult to understand wherein the injustice in this case rests. If the coal had been sold f. o. b. the mines, shipper's weights to govern, the shipper would be paid on the basis of his invoice of 90,000 pounds. If, on the other hand, the coal had been sold with destination weights to govern, the shipper would be paid for 270 pounds more coal than he placed in the car. Wherein does the injustice to the shipper lie?

A Loss Plus Two Errors

In the sixth case of his first group Mr. Merriam cites a hypothetical instance of an actual loss in transit and an error in the scales at both the point of origin and the point of destination, as follows:

	Pounds
Actual weight at mines	90,000
Scale weight at mines	91,800
Actual weight at destination	88,500
Scale weight at destination	86,730

Mr. Merriam's conclusions in this case are:

"In this instance the actual loss is 1,500 pounds. On the scale weights the claimant would file for 5,070 pounds. By deducting 2 per cent of the billed mine weight of 91,800 pounds, or 1,836 pounds, for scale variance, the claim would still be filed and paid for 3,234 pounds, or 1,734 pounds too much."

It is evident that the percentage deduction rule in this case errs to the benefit of the shipper, as only scale weights can be considered from a claim standpoint.

A chief weakness of Mr. Merriam's conclusions is that they are the sequence of abstract hypotheses and cannot be applied to concrete claims. Where a hyothesis is impossible of application, its worth in the consideration of a question in hand is negligible. Applying the three cases given above to a specific claim filed six months later, when the identity of the shipment has been lost and the condition of the scales probably does not reflect the condition existing at the time of the movement of the coal, let us call upon Mr. Merriam to state definitely under what case the claim shall be considered. It is at once evident that, after the expiration of from three to six months, neither Mr. Merriam nor anyone else is in a position to say definitely under what class a specific claim should be considered.

What Is an Actual Weight?

In the adjustment of claims for loss of coal in transit, where the carrier's record of handling the car fails to disclose evidence of such defects as of their nature would permit of leakage, or the condition of the load at destination fails to indicate pilferage, it is customary to require a percentage allowance of the net shipping weight as representative of scale tolerance and loss due to the inherent vice of the commodity.

In each group Mr. Merriam makes reference to the actual weight at point of shipment or destination as opposed to the scale weight. Commercially, actual weight is nonexistent save as reflected by scale weights,

and on these the coal is bought and sold and recovery is sought through claims.

Weighing is simply measuring the force of gravity. There is only one never-varying measure of gravity, and that is gravity itself, constant and unchangeable. The United States Bureau of Standards, recognizing the fact that scales even in perfect alignment constitute at best only an approximate measure of gravity, has stated that a scale may be considered as in alignment when the variation under test does not exceed one pound per thousand pounds of test weights. Accepting this, there can be no dispute as to equity of a shrinkage allowance to represent scale variation.

In the adjustment of claims for loss of coal, where the records are clear, an additional percentage allowance is requested to cover loss due to inherent vice of the commodity itself. In dealing with the inherent vice of the commodity one of the principal factors is the loss due to the evaporation of moisture. Moisture in coal consists of (1) extraneous moisture, which comes from external sources, such as underground water trickling over the face of or through the coal bed, condensation of saturated mine air, etc., and (2) inherent moisture, which is one of the products of the original vegetable matter from which the coal is derived.

From an analysis conducted by the United States Department of the Interior we find that the degree of moisture varies considerably with the location of the coal bed. In the case of coal from Illinois mines the moisture content varies from 6 to 18 per cent. The results of the government analysis as to the presence of moisture in coal being unquestioned, it must be conceded from ordinary observation that

M. P. Blauvelt

the exposure of this coal when taken from the mine to the action of air, light and heat will result in the partial evaporation of the moisture content, with a consequent loss in the weight of the coal. The ordinary observer unquestionably has noted atmospheric effect in the drying out and consequent loss of weight of practically all vegetable matter.

Other factors to be considered are results of the human equation and the variation of scales which do not appear to be within that degree of alignment contemplated by the Bureau of Standards in fixing a variation of one pound per thousand. In considering the reasonableness or unreasonableness of a shrinkage allowance, we must not lose sight of the fact that the human equation enters into the determination of the measurement of the force of gravity at both point of origin and point of destination of the shipment. As long as the human element is called upon to measure the force of gravity it must be conceded that errors will exist. It is true that these errors are not all in one direction, yet their existence is unquestioned.

When Loading Weight Is Found

The loading weight of a car of coal is determined prior to the actual delivery of the car into the possession of the carrier. In the process of daily operation there is loss from cars due to coal falling from them; gravity tracks are used at the mines, resulting in shifting of the loads and consequent loss. All this is before the coal has been delivered into the possession of the carrier, but subsequent to the determination of the net loading weight.

In the transportation of this or any other similar commodity, the carrier being charged under the law with the delivery of the same amount as received at point of shipment, with exception of loss due to the inherent vice of the commodity, this question arises:

Where the carrier's record of handling is perfectly clear, failing to indicate pilferage or the existence of defects which might result in leakage, should the carrier be held responsible for the differences indicated between loading and unloading scales, when the Bureau of Standards has definitely fixed the degree of error which may be permitted to creep in without condemnation of the scales, or should the carrier be asked to assume that loss which unquestionably is the result of partial evaporation of moisture content in the commodity?

Eliminating entirely the human equation, there still remains the most potent argument against the absolute guaranteeing of the correctness of loading and unloading scale weights, viz., the loss due to the inherent vice of the commodity by evaporation, and the tolerance permitted under government standards.

Interest

The savings bank pays you interest on the money you deposit. That money, in most cases, is the consideration paid you for the work you perform; therefore the interest on your money is contingent on the interest in your work; you can't have one without the other. Interest in your work pays another dividend of far greater than monetary value—pays it not quarterly, nor semi-annually, but at the end of each honest day's toil. It is self-satisfaction.

If you're sufficiently interested in the particular line of work you're doing, you'll interest the other fellow who comes in contact with you. It's bound to happen. You may not do it consciously but you'll do it just the same, and he'll pass it along until everyone of us will be full of interest, and the Illinois Central System will continue to enjoy the reputation of being in a class by itself.

Start out today—every day—with the resolve that, for the time you're on duty, Old Man Interest will be working within you just as he is on your money, and that daily dividend of self-satisfaction will roll in until you'll expand your chest to the limit and be proud of yourself and the Illinois Central.

Interest is the foundation of enthusiasm; cultivate one, and you'll acquire the other. Enthusiasm will lighten your work, make that day pass in leaps and bounds instead of just dragging by, and the first thing you know it won't be necessary to stimulate it—you'll be full of it, and it'll bubble over and soak everyone around you like water from a spring.

Buy it! Beg it! Borrow it! Dream it! Think it! But get it and use it.—HARRY K. KIERNAN, *Assistant Chief Clerk, Y. & M. V., Memphis, Tenn.*

Chicago's $5,000,000 Municipal Pier Will House Pageant of Progress

Industrial Exhibition July 30 to August 14 Planned to Be Both Educational and Amusing

THE prospect of considerable passenger business for the Illinois Central is contained in the extensive advertising now being done for the Pageant of Progress to be held in Chicago from July 30 to August 14 this year. This industrial exhibit and entertainment is expected to be a great drawing card for the city on the lake, as it will appeal particularly to the attention of residents of the Mississippi Valley and will be held at a time when the advantages of Chicago as a summer resort are most apparent.

The Pageant of Progress is expected to be an annual affair in Chicago, beginning with this year. It follows, therefore, that passengers who are pleased with Illinois Central service to Chicago this year may remain patrons in the succeeding years.

Chicago's business men are combining their most serious efforts towards making the Pageant of Progress a complete success. The venture is under the auspices of the Chicago Boosters' Publicity Club, the Chicago Association of Commerce, the Health and Sanitation Exhibition and the Illinois Manufacturers' Association.

Pier an Exhibition Building

The Municipal Pier, where the pageant is to be presented, was built at a cost of $5,000,000 and is said to be the largest exposition building in the world. It extends almost a mile out into Lake Michigan, and is said to have 382,669 square feet of available floor space for exhibits and recreation.

Mayor William Hale Thompson, who is sponsoring the idea of the Pageant of Prog-

Auditorium at the End of the Municipal Pier

Board Walk on Top of the Pier

ress, has said that it will be three-fourths education and one-fourth confetti or gayety. Many industrial and manufacturing enterprises will be represented, and all exhibits will be educational.

The automobile and airplane industries of Chicago will occupy two sections, and leading automobile manufacturers are planning exhibits which will show the marvelous progress this industry has made in its brief life of twenty-seven years.

To Show Evolution of Clothing

There will be industrial exhibits depicting the manufacture of clothing from the wool on the sheep's back to the finished garment on the back of the wearer, the progress step by step from the spinning wheel and the hand loom to the modern mills, and the evolution from the silk worm to the finished dress.

The methods governing the production of food will be displayed by exhibits representing the progress from the farmer to the modern packing plants. Chicago's pre-eminence in the packing industry is to be shown.

Transportation, an essential factor in modern existence, will be exemplified by the evolution from the ox team to the flying machine.

An exhibit of public utilities will show how gas, electricity, water and heat from central plants have replaced tallow candles, the old oaken bucket and the woodpile.

Oil Well to Be Operated

A miniature oil well in actual operation will be used in depicting the production of petroleum from the time the well is driven into the ground until the refined gasoline is poured into the tank of an automobile.

Progress will be shown in business office appliances, from the old-time bookkeeper with his quill pen and simple ledger to the modern accountant with his bookkeeping machines, card indexes, adding and calculating machines, high-speed typewriters, billing machines, cash registers, automatic coin changers, check writers, addressing machines and hundreds of other time and labor saving devices.

The fur industry, which was one of the first in the Mississippi Valley, will be shown in its every phase from the fur-bearing animal in its natural state to the finished garment in the latest mode.

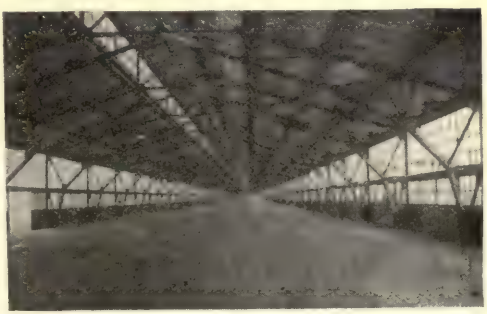
Logging Demonstration Planned

Lumber-jacks from the northern woods will demonstrate how logs are rolled and rafted down the rivers.

The Chicago Historical Society will exhibit objects illustrative of the development of the Middle West from a trackless prairie traversed only by Indians to what is almost the center of the population of the United States and one of the world's greatest railroad centers.

One of the most interesting departments of the Pageant of Progress will be that devoted to the development and conservation of public health. Plans have been made for the construction of a glass house, 110 feet long and costing $5,000, in which the examination, measurements and classification of babies entered in the prize baby contest will be carried out in clear view of the public.

Entertaining features of diversion have been planned to coincide with the general educational nature of the entire pageant. Chief among these will be a daily naval pageant,



One of the Exhibition Rooms

A View Along the Pier, Looking Toward the City

with 10,000 men from the Great Lakes Naval Training Station.

To Show Baseball's Development

Ban B. Johnson, president of the American League, has arranged daily baseball games showing the game as first played in America and in its present highly skilled form.

The most modern airplanes will give demonstrations of passenger and freight carrying.

A marine parade of more than a thousand craft, including ocean-going steamers and yachts, will transform the lakefront into a water carnival each night. A boat from Quebec and one from New Orleans will lead the parade, to symbolize the "Wedding of the Waters." Thousands of seats on the roof of the pier will overlook this spectacle. In addition there will be electrical displays on Lake Michigan.

Among the races that will be held will be one among a carrier pigeon, an airplane, an automobile and a motorcycle. They will all leave the Municipal Pier simultaneously for Milwaukee.

Ten thousand voices, one thousand on each of ten gunboats in a semi-circle around the pier, directed by a leader on a barge with an electrically lighted and operated baton, will sing each night.

From the foregoing it will be seen that the Chicago Pageant of Progress is to be in no sense a local affair but an educational demonstration in which the whole country will undoubtedly be interested.

THE QUIET LIFE ON THE Y. & M. V.

What an uninteresting month May must have been on local freight trains No. 91 and 92, between Memphis and Clarksdale, Miss., on the Memphis division! In those thirty-one days those two trains had no personal injuries, no exceptions, no derailments, no accidents of any description, no damage or rough handling of equipment, no foreign cars delayed on the Clarksdale district, no bad order cars delayed, no supplies drawn chargeable to caboose, nothing wasted—and last, but not least, no stock struck. What a dreary month! V. R. Byrd was the conductor in charge, and he attributes the quiet existence to strict attention to business, being constantly on the job, and co-operating at all times with his train and engine crew. If any local freight had less excitement in that time, the report of it has not yet reached headquarters.

Dressing Up the Illinois Central Proves Power of Good Example

Gardening Department Likewise Exerts an Influence Upon Territory Our Lines Pass Through

The Illinois Central Greenhouses at Champaign, Ill.

THE gardening department of the Illinois Central is striving with increasing vigor to beautify not only the property of the company but also every home in the territory that is served by the railroad. At first glance, this appears to be an impossible task—one that is far too great to be considered—but the older members in the employ of the system say they can see a change in the twenty years since this department started its work.

How is the change being accomplished? Through the power of suggestion. The company's properties are beautified, and kept in this condition by a force of men who have studied plant life. When the people of a city see the improvement work that is being done, and a little later see the wonderful results, they become anxious to beautify their own homes in the same manner. Many of them are not familiar with landscape gardening and have no idea as to where to start. They do not know the names of plants that will look best in their lawn nor the names of those that will thrive in that particular part of the country. Consequently they turn to the gardeners of the Illinois Central and ask their advice.

The gardening department, while not taking undue credit, has been the direct cause of improvements in many cities. The gardeners have given the advice, plans and ideas that have beautified numerous homes. And they do it gladly.

H. S. Moulder, chief gardener, who is stationed at Champaign, Ill., has noticed a two-fold result of his department's co-operation with the public. Besides lending to the beauty of the system, it has added revenue to the company. Formerly, he says, it was a rare thing to see shrubbery and trees shipped from one point to another, but now they are sent in car-load lots. When the department gives the names and species of plants that will be best for the particular needs of the inquirer, companies that are on the Illinois Central Railroad and deal in such material are given preference. This means that the plants are shipped via the Illinois Central.

Mr. Moulder says that the members of his department do not have the time to help their friends in building their gardens, but it gives them great pleasure to study each particular case where advice is desired and to offer suggestions and ideas that will aid materially.

According to the records of Mr. Moulder, the gardening department has been an organization only since 1900. It grew out of

the fact that the local organizations of employes of the Illinois Central Railroad took pride in the company's property in their locality and began beautifying it. At first, it was elementary gardening. Grass was planted in the bare patches and kept mowed. Then a few flower beds were added. The idea grew from year to year, until now there are parks on the system with an area of about five acres and containing more than three thousand shrubs. On all the property of the company, there is a total of 65,000 lineal feet of hedge.

A Succession of Gardeners

The first chief gardener of the company was a Mrs. McCray. From 1901 to 1905, J. Porte directed the work, and he was relieved by G. B. Moulder, a brother of the present head of the department, who remained in office until 1913. C. F. Swagyer became the chief gardener that year. In February, 1920, H. S. Moulder began his present work.

Mr. Moulder has had a long training as a gardener. He began working with plants, shrubs and trees at an early age, helping his father. In 1905, he entered the service of the Illinois Central as a helper to the gardener. In 1906, he was made the gardener of the Tennessee division, in which office he remained until he was made the chief gardener, with headquarters at Champaign.

Under Mr. Moulder are thirteen division gardeners, each of whom has had from five to twenty years' experience in the work. The entire force of the department numbers sixty-five. This number, however, is increased during the shipping season, November to June, when the department is busiest.

H. S. Moulder

A Box Fit for a Porch

These men constantly study the natural peculiarities and beauties of the property and parks of the company, and plan designs that will bring out the topography and individual features of each park. Unattractive spots are screened from view or gently relieved of their harshness by means of shrubs and trees. Then, to lend an artistic air and to attract attention, flower beds are laid out in geometrical designs.

Plan to Follow Natural Lines

The gardening departments of other roads lay stress on the geometrical flower beds, according to Mr. Moulder, and do not try to develop the natural beauty as does the Illinois Central. Mr. Moulder believes that the general natural landscape gardening of the Illinois Central is equaled by no other system.

The department is always on the alert for new plants and shrubs that prove their merit and value for adding beauty. To this

end, the gardeners constantly watch the experiments of others.

The duties of the department also include the planting of vegetation on cuts, slopes and embankments along the right-of-way to prevent land-slides.

The most recent project of the department is the beautiful Markham Park at Centralia, Ill. This garden, which was formerly the site of the shops in that city, was finished in April. Mr. Moulder said that, in spite of the fact that there are many beautiful parks on the system, he considered the work on the Centralia property the best landscape plan of them all. Each division gardener heralds the gardens in his territory as the most beautiful on the system, he said, and competition is becoming keen. When the Markham Park has had time to develop, Mr. Moulder expects, the jealousy of the overseers of the other gardens of the system will be aroused to such an extent that they will push every effort forward to make their own beauty spots even more attractive.

A glance at the records of the department gives an idea of the strides it has made since its organization. The greenhouses were constructed at Champaign, Ill., in 1902. Another has been built at Louisville, Ky. In 1901, 15,000 plants were used by the department. In 1910, there were 35,000, and in 1919 this number was increased to 51,000. In 1920 the department placed 82,000 plants. In 1921, a total of 140,500 already have been shipped to the various divisions.

This latter figure does not include 435 plants which were sent to section houses. Much work for beautifying these properties has been carried on in the last two years, and as a result the section houses of the Illinois Central are becoming very comfortable homes. Where conditions have warranted, sufficient fruit trees and plants have been sent to section houses to supply a family of five with fresh and preserved fruits throughout the year. The yards and grounds of these houses have been graded and seeded, new fences have been built, shrubbery and shade trees have been

A Garden Spot at the Rockford, Ill., Station

planted, and the places generally beautified. This work is to be carried on with increasing vigor.

Mr. Moulder is making an effort to supply the dining car service with cut flowers, but he says the capacity of the greenhouses is inadequate for this. Last season, the records show, 14,885 cut flowers were supplied. This year he is making an effort to supply double that number. Plans are now being drawn for the extension of greenhouse space.

The most popular shrub for beautifying a lawn, Mr. Moulder says, is the hedge. This serves the double purpose of lending beauty and marking boundary lines.

How to Start a Hedge

To start a hedge, he advises the following procedure:

Dig a trench 14 inches deep and fill with manure and rich loose soil. Plant the slips 12 inches apart, and pack the soil down thoroughly. The top branches should be trimmed immediately to within 8 inches of the ground. The trimming should be repeated every thirty days during the first season, and the growth at the end should not be more than 4 inches, thus making a total height of 1 foot. The second year the hedge should be trimmed every twenty or thirty days and allowed to grow an additional 6 inches. The trimming should be continued each succeeding year until a height of 18 inches is reached. Then the hedge should be trimmed to fit the local conditions. Eighteen inches is the preferable height.

Hedges for the northern, central and southern parts of the country vary. Those grown in the South are not hardy enough to endure the severe northern winters, but those of the North will grow and thrive in the South as well as in the North.

Mr. Moulder has found the following hedges to be the best for the following localities: Amour River Privet South thrives best south of Tennessee; California Privet will grow as far north as St. Louis, and Amour River Privet North, the most hardy species, will stand the winters as far north as the Wisconsin line.

Other plants, shrubs and ornamental trees that are best for the different localities he names as follows:

For Memphis, Tenn., and southward, the best shrubs are crepe myrtle, euonymous, pittosporum, pomegranate, cameaille and ligustrum. The best ornamental trees are camphor, magnolia and umbrella china. The best plants for beds are lantana, arbuliton, aclypha, calendula and the old favorites, canna and geranium.

For north of Memphis, the best shrubs are spireas, althea, weigelia, buddlia, lilac and hydrangea. The best ornamental trees are maple, elm and poplar. The best plants for beds are petunia, marigold, asters, salvia, vinca and althernanthrea.

Very attractive window boxes or flower boxes for porch railings can be easily made as Mr. Moulder describes below:

Build an ordinary wooden box in the size and shape you desire. Then peel the bark from a tree and tack it over the box. Another attractive box can be made by splitting small limbs or young tree trunks and nailing them on with the flat side to the box. If legs are desired, four round posts can be quartered and nailed on.

Soliciting Business

The best advertisement for the Illinois Central is for its employes to meet the public with a smile, being courteous and polite. Every employe should do his utmost to secure additional business at all times—let it be one package, one box or one carload of freight. We should induce our friends when traveling to go via the Illinois Central. By the co-operation of all employes in one large family, we are bound to rank first among the great railroads of North America. We must give the public first-class service.

If each one will take the interest in his work that he would take if he were in business for himself, we are sure to reach our goal of 100 per cent. So, while working, let's all keep this motto in mind:

Courtesy and politeness to the public and loyalty to the Illinois Central.—J. D. HENDERSON, *Switchman, Evansville, Ind.*

Starting Them North on Ice a Big Item on T. J. Quigley's Division

Southern Berry and Vegetable Growers Rely on Illinois Central Service, Superintendent Says

By T. J. QUIGLEY
Superintendent, Louisiana Division

THE handling of strawberries and vegetables on the Louisiana division ordinarily begins the middle of March, with strawberries, lettuce and early vegetables from the Kenner-Ponchatoula section, and continues about 150 miles up the division, ending the first of July with the final shipments of tomatoes from the Crystal Springs-Jackson territory.

Carload shipments of strawberries and early vegetables begin moving in March from the section of Tangipahoa Parish, Louisiana, between Ponchatoula and Amite, and west as far as Denham Springs. Virtually all strawberries have moved by express the last few years.

Auction Held Every Day

The berry shipments are made by local associations or brokers. Brokers from all parts of the country, representing fruit dealers, come into this territory, and an auction is held at each station at about 4 p. m. each day during the season, carloads being auctioned on the ground to the highest bidder. If the associations are not satisfied with the prices offered, they frequently start the cars consigned to themselves and sales are made while the cars are enroute.

Ordinarily at the first of the season fancy prices are obtained for the berries, but in the past two or three years prices have remained high for the entire season. The shipping season extends ordinarily for about seven weeks, being closed by the shipments starting from Arkansas and Tennessee towns into the north and northeast territory.

In the cultivation of strawberries the whole family is ordinarily engaged, and the entire crop is produced by the individual family, being marketed, however, through an association or dealer who undertakes for a certain percentage to sell the output and who also during the off season purchases plants, fertilizer, etc., for the members of the association, giving them the benefit of dealing in large quantities.

T. J. Quigley

Business Demands Express Cars

The handling of the strawberry business from the railroad's standpoint requires the employment of a trained force of men to inspect and make necessary repairs on the express cars which are used in this service. Express cars owned by the Illinois Central are sent at this season into the strawberry

territory, as well as cars owned by other railroads and by the American Railway Express Company. These cars are placed at McComb, where they are gone over thoroughly as to repairs and are swept and scrubbed out, after which they are iced and ordered for loading.

The ordinary practice is to start a train from McComb at about 4 o'clock in the morning with cars iced for that day's loading, the train spotting cars at each station for loading. All the loading is done by the shippers under inspection as to proper loading by railway and express employes.

Our schedules provide for the express pick-up train to leave Ponchatoula, the southern local loading point, at 5 o'clock. The pick-up trains are moved into McComb in from one to three sections and there consolidated and re-iced, moving from McComb north as sections of passenger train No. 6.

Beans Follow Strawberries

At the close, or ordinarily just before the close, of the strawberry season the movement of beans from this same territory begins and lasts about three weeks, running ordinarily from three to ten cars a day. At the close of the bean-shipping season green peppers and cucumbers start and, if market conditions remain good, they continue through June and July. Again in the fall, from this same territory there has been developed a fall bean business which lasts for about two weeks, shipping approximately 100 cars. Indications at present are that this business may be increased.

In the latter part of April the vegetable business north of McComb begins to move, the first of this business moving by express and usually consisting of English peas, carrots and radishes. In May the cabbage crop is ready for movement. This constitutes approximately one-third of the total vegetable movement of the division and lasts for about a month. Then the tomato crop continues until practically the first of July, which closes the spring vegetable movement from this territory.

The vegetable crop is financed by a number of large vegetable dealers and brokers. The bulk of the crop is made by tenant farmers, who rent or work their land on shares. The railroad handles practically the entire vegetable crop, with the exception of the early movement by express.

The cabbage, carrots, beets and beans move under refrigeration. Tomatoes are shipped green, wrapped, and do not require refrigeration unless, because of diversions made by the shippers, they should remain in the cars to exceed one week.

Trained Force Required

The handling of the cars for the vegetable service requires also the organization of a trained force of men to inspect and make repairs. This work has been done this year at Gwin, Miss., where the cars are inspected, repaired and carefully cleaned, false floors being removed and the vegetables loaded on the strips on the floors of cars. All of the vegetables shipped from this territory are packed in patented crates which provide for proper ventilation through the entire load in the car. In addition to the ventilation provided by the package, in shipping tomatoes a small strip is used to provide additional air space circulation throughout the car.

There has been an increase in the amount of land cultivated in truck in Mississippi within the last two years, and as inland transportation increases there doubtless will be an increase in the amount of truck produced.

It is the history of this business in the past seven or eight years that there has never been a total failure. The average farmer diversifies his crop extensively and does not suffer an entire loss, even if part of his crop is lost.

All of the vegetables are sold in practically the same manner as the strawberries —sold to brokers on the ground immediately upon completion of the loading or forwarded by the shippers' associations to themselves for sale while enroute.

Government Gives Daily Report

For the past several years the federal government has rendered a good service to both the strawberry and vegetable shippers by giving them about 1 o'clock each day a report on the total number of cars loaded in the territory the day previous, their primary destinations, where known, and a summary of market conditions in the

various large centers throughout the United States. This has enabled the shippers to select their markets and to secure an excellent distribution without glutting.

Vegetable cars are handled from loading points by what are known as pick-up trains, which go to these points, picking up the cars which are ready for movement. This picking up involves a large amount of switching, as it very rarely occurs that all of the cars are ready to be moved. The cars which are not completely loaded and braced are held over and moved the following day. The loading of the cars is done by the shipper under the supervision of the railroad through its agent and representatives of the perishable freight service bureau. The latter at this season of the year devote practically their entire time to the inspection of these cars.

Due to the close co-operation among the various branches of service and the fact that the Illinois Central has handled this business with no delay, claims for loss or damage to vegetables have been practically eliminated the past two years. Prior to that time there had been some trouble with ice and some delays which resulted in claims. So far this season, with one exception, vegetable trains have been on schedule every day.

Through the entire strawberry and trucking territory this season the farmers are more prosperous than ever before, having had a long shipping season and having received a higher average price for their product than in previous years, in addition to having had a larger acreage and, in a number of cases, a larger return per acre.

The shipments in this territory from 1915 up to date this year has been as follows:

Car Loads

	By Express	By Freight	Total
1915	749	2,977	3,726
1916	1,111	2,480	3,591
1917	1,293	1,752	3,045
1918	1,005	2,827	3,832
1919	1,043	2,160	3,203
1920	1,264	2,368	3,632
1921	1,649	2,914	4,563

Scenes in Strawberry Land, Tangipahoa Parish, Louisiana

Editorial

OUR FAMILY HISTORY

A wealth of information is contained in the pamphlet entitled "What Every Employe Ought to Know About the Illinois Central System," which is being distributed among employes. The pamphlet gives a concise record of the building and development of the Illinois Central System from the granting of its charter in 1851 to date. The story is told in an interesting way, and the management believes employes will find it extremely useful.

The idea of putting the story in this form originated with Mr. Markham, who personally supervised the selection and preparation of the material. There are several histories of the Illinois Central which will be interesting to those who want to make an extended study of the development of the system, but they are too voluminous to assure general reading. Likewise, the statistical records of the system's growth are too extensive for general appreciation. The information which is considered pertinent to an elementary education on the subject has been included in the pamphlet.

Those who fail to receive a copy of the pamphlet and who desire one should apply to their superior officers, who will see that they are supplied.

WELL SAID

"No great transportation system which is intended to serve the multifarious activities of 105,000,000 people ever can be devised or operated or managed by a few loud-mouthed theorists who destroy and devitalize everything they breathe upon."

These are the words of Senator Atlee Pomerene (Democrat) of Ohio, member of the Senate committee on interstate commerce, which is now conducting the railway inquiry. They were spoken before the Chamber of Commerce of Hamilton, Ohio, on June 14.

ALMOST OUR BOUQUET

Speaking before the National Electric Light Association at the Drake Hotel, Chicago, on June 2, E. I. Lewis, recently appointed a member of the Interstate Commerce Commission, made the following suggestions:

"There is now a most compelling necessity that public utilities relieve regulatory bodies of some of the tremendous pressures falling upon them by reason of this new state of affairs. This the utilities can do in three ways:

"(1) By educating public opinion to the true condition of the utilities and by taking that public into their confidence by placing all of their cards face up on the table.

"(2) By removing all features of their business which are subject to legitimate criticism by the public, and by going more than half way to conciliate public opinion.

"(3) By stopping some utilities' practice of dodging responsibility and of 'passing the buck' to the commissions, in matters in which the responsibility lies entirely in the utility."

It is probable that Mr. Lewis did not have the Illinois Central System's policy of public relations in mind at the time he spoke, but he couldn't have expressed it more exactly. The Illinois Central is proud of the fact that it has the friendship of the public it serves.

SAMUEL GOMPERS' VINDICATION

Nothing done by the delegates at the Denver convention of the American Federation of Labor was of more interest to the public than their refusal to relegate Samuel Gompers to private life.

A study of Mr. Gompers' career as president of the American Federation of Labor

reveals that he has never done anything epochal or spectacular. If, aside from his ability as an organizer, he has any outstanding characteristic, it is his clarity of vision. He has attended the christenings and funerals of more labor organizations than the average man knows of having existed. Many times he could easily have identified himself, or aligned labor's organization, with some popular movement which would have meant disaster for the organization, but he has been able to avoid them.

It is quite probable that more opportunities of this nature have come to Mr. Gompers in the past six years than ever before. At the outbreak of the war certain socialistic elements attempted to place class consciousness above national or patriotic spirit. Samuel Gompers promptly dismissed that idea, and labor may well point with pride to his war record.

The American Federation of Labor was affiliated with similar organizations in Europe, but when the communists proposed to resolve themselves into a political body for the nationalization of industries he severed his connection with them, and the Denver convention has sustained his action. In connection with that idea it is interesting to note that Mr. Gompers has been, and is, opposed to the "nationalization" or government control of railroads. Likewise, it will be remembered that about two years ago what was known as the "Plumb plan" for the operation of railroads was being rather generally discussed. Mr. Gompers refused to be implicated in the matter, and the federation in convention has sustained his action.

In the recent election, the issue was clear cut. John L. Lewis, his opponent, stood for nearly everything that Mr. Gompers has opposed. He charged, according to the press, that Mr. Gompers has outlived his usefulness, and could no longer adjust himself to the rapidly changing conditions.

The overwhelming majority by which Mr. Gompers was re-elected is not only a tribute to the man and a vindication of his policies but also a rebuke to the extremists which angurs well for the future of our country.

We do not always agree with Mr. Gompers, but we do take our hat off to any man the sphere of whose influence has grown steadily wider and stronger for half a century and who, after twenty-seven years of undisputed leadership, can roll up a majority of two to one over an opponent who represents all that he has been opposed to.

OUR AIMS

"The magazine should be the official organ of communication of news and matters of interest among the employes, and they should help to make it so," writes Agent L. L. Lamb from Madison, Wis., to the editor of the *Illinois Central Magazine.*

Mr. Lamb is right, and we hasten to endorse his statement. The magazine should be—and will be, if our fellow employes grant us that measure of co-operation—a force in welding the family spirit of officers and employes of the Illinois Central System. Our people in Birmingham are interested in knowing how they do things at Sioux Falls; Chicago employes are interested in Illinois Central events at New Orleans; St. Louis, at Indianapolis, and so on. If an employe in Dodgeville, Wis., is doing something above and beyond his prescribed duties—be it in the service of the company, in the service of the community in which he lives or, more generally, in the public welfare—the tale thereof is interesting to his fellow employes throughout the system, from Omaha and Madison to Jackson and Vicksburg.

It has been said in these columns before that we hold the promotion of better railroading to be one of our chief aims in the conduct of the magazine. We believe that can be done without sacrificing readableness and human interest, by carrying these stories from one employe or group of employes to others. Nothing is more interesting than stories of success, regardless of whether the subject of the story has succeeded in a small way or in a big way.

We hope that employes will grow to look more and more upon the *Illinois Central Magazine* as a family organ, a means of communication of news and matters of interest. They can assist in its usefulness by continually making suggestions and giving information and "tips" on what they consider to be good material. The magazine cannot use all material submitted to it. Often material is held for

several issues. But that fact does not make it unnecessary for our fellow employes to give us all the help they can.

That the situation of the Illinois Central System is as favorable as that of any railroad in the United States speaks volumes for the management and the employes. Each member of the organization is entitled to his full share of credit.

A THREE-CORNERED SERMON

Although most fiction is carpentered together for amusement only (and frequently misses its aim, at that), the kind that stays with you is the kind that has something to tell you outside of the plot—the kind that offers more between the lines than in them.

In presenting to its readers this month "The Stained-Glass Window," by Earl Derr Biggers, this magazine suggests that the story be read by those who are thinking of putting the boy or the girl through college, by those to whom the sweetheart has become merely a wife, and by those who talk of the insignificant scandal sheet that a newspaper may be and never consider the force for good that can be found in the proper sort of publicity.

Something of the mission of true fiction will be found in this three-cornered sermon.

COURTESY

In a communication to the *Illinois Central Magazine* Conductor H. L. Nourse of the Tennessee division calls our attention to cases which have come under his observation where discourtesy on the part of certain railway employes was responsible for the passing of ordinances restricting the speed of trains through towns and other objectionable legislation, while the application of courtesy definitely and concretely makes for the smooth operation of trains.

There is scarcely a phase of business life in which courtesy does not play an important part. It is a thing to be cultivated by all us, not only in our relations with patrons but with one another. Courtesy is the oil which lubricates the machinery of life and makes it run smoothly.

It is sometimes the human thing to do otherwise, and yet how we disrespect the fellow who lets down, even for a few minutes!

It is said that a smile travels far and wide. A cheery word spoken with a smile and the right inflection of voice passes from one person to another, and so on and on, like an electric wave through a perfect conductor The growl and frown are just as far reaching in the opposite effect.

There is no reason why it should be necessary for anyone to preach the practice of courtesy, and yet it is necessary because of the fellow who for any one of a hundred reasons—none of them good, of course, for such reasons never are—lets down in his attitude.

The application of the Golden Rule through the exhibition of a courteous attitude makes other people respect you and want to serve you. It is a measure of the successful man.

In the regular monthly statement by President Markham, a copy of which appears in this issue, the question of the drain upon railway revenues caused by loss and damage to freight is discussed. If the reader of this statement will bear in mind that what has happened in loss and damage to freight during the past five years has been substantially true of each department of every railroad in the United States, he will have an excellent idea of the railway situation today.

STRAWBERRIES

A $3,000,000 crop was produced this year in the Louisiana strawberry district, which is served almost exclusively by the lines of the Illinois Central System. The reader will find on page 78 a brief summary of the year's marketing, as taken from "Things to Talk About," the management's monthly bulletin of information.

Tangipahoa Parish, the center of this prosperous industry, on the main line of the Illinois Central north of New Orleans, is indeed a wonderful land of opportunities. Hundreds of farmers and their families have proved what excellent returns can be realized with only a small outlay of capital. There are 5,000,000 unemployed in the country, and Secretary of Labor Davis has been quoted as urging these men to go to the farms. Some of them might well investigate the strawberry country.

The strawberry growers have money in the banks and land prices are actually advancing, almost a phenomenon in this period of readjustment. Building is going on, automobiles are being purchased—even the "blue sky" promoters have not been without victims.

But the most important thing to note in this situation from the railway standpoint is the apparent negligible effect of the present transportation rates. One hears it said frequently that rates are serving as a blight upon business, and yet conditions in the strawberry district prove this untrue, for more berries were shipped this year under the advanced rates than ever before, and the growers never were more prosperous. Those seeking substantiation of their "high rates" charges will have to go elsewhere for evidence.

THE UNBRIDLED TONGUE

If all the injustices which have been caused by ill-considered words could be tabulated as a warning to those who sometimes speak hastily, the evils of an unbridled tongue might be overcome. The tabulation would be imposing.

A word once spoken is gone forever. It cannot be recalled. Whether it be wise or unwise, necessary or unnecessary, it will be charged or credited to the speaker—whichever the future may determine—as long as he lives.

Words travel quite as rapidly on the railroad as any other place, and the rumor whispered behind a door in New Orleans today may be proclaimed from the housetops in Chicago tomorrow as an established fact, leaving pain and ill-feeling in its wake.

If you feel bitter over some matter, write a letter and say all the mean things you want to say, in the meanest way you know. Then tear the letter into bits, or burn it. You thus will have relieved your temper without having harmed anyone—yourself included. Many smart men have found this a splendid practice. The fire of passion passes under more deliberate consideration, but words spoken in heat cannot be recalled with the change of mood. You might as well try to push the sun up, or down, as to recall a word, once it has left the lips.

The man who listens learns. He may not get any definite information about anything except the one to whom he listens, but he is getting a more definite line on that person than would be possible in any other way. Practically every man who has attained greatness has been a listener. By listening, he not only obtained information pertaining to his business, but, in addition, learned the weaknesses and the strength of those who talked. Theodore Roosevelt was a continual questioner, and an excellent listener, and much of his enormous range of information doubtless can be credited to this faculty.

There are conditions which demand expressions of attitude, and the proper employment of speech is not criticised but is to be commended; this is rather meant as a plea for a deliberate weighing of words which might be misinterpreted.

TRANSPORTATION RATES

The American Farm Bureau Federation is conducting a poll in which it is asking the farmers whether they believe lower freight rates would enable them "to move a materially larger amount of agricultural products."

It may seem presumptuous to some of our readers for the editors of this magazine to take issue with the farmers, and yet we believe that the reasoning upon which their questions is based is so false that we cannot permit it to go unchallenged.

It all comes from a widely circulated and glibly repeated phrase, "What the traffic will bear." The vice-president of an Eastern railroad explained what the phrase originally was intended to mean when, in a speech the other day, he defined the economic principle to which it is applied as "the total expenses of railway operation must be apportioned among the articles shipped with due regard to the proportion of the total cost which each is commercially able to bear."

There is a great difference between those two statements, and in an analysis of the difference, we believe, is evidence of the false position of the federation.

Suppose the farmers were correct—although we have plenty of evidence that they are not. Suppose lower freight rates would move the great quantities of farm products—hay, grain, livestock, cotton, etc. —which are not moving now because there is no market for them, and not because the cost of transportation is a material factor. Would that restore prosperous conditions in agriculture and in the country as a whole? Some farmers evidently believe in all sincerity that it would.

But there is an angle of the situation to which some of the farmers evidently have given no consideration: that is, that costs of transportation have risen to such a degree that expenses have been exceeding revenues and the railroads have been unable to meet the actual expense of operation from current funds.

The farmers dislike to claim any responsibility for the costs of railway operation, and yet they make up the great body which, through public opinion, absolutely controls the railroads, dictating the conditions under which they shall operate, the wages they shall pay and the rates they shall charge!

The railroads, to function properly and to expand from time to time to meet the requirements of agriculture and other industry in the territories they serve, must be sound financially. Throw the railroads into bankruptcy, and the whole structure of the country would collapse, for the farmers, as well as every other industrial group, are absolutely dependent upon transportation, and good transportation at that, for their successful operation.

There are always any number of healers on hand with cures for the public ills.

There is a slump in traffic, and it has come about through natural economic conditions: war, an armistice, a flurry to make up for deferred production and distribution, artificial price and wage levels, the reaction—a bump to earth. The way back to normal is simple enough: getting up and rubbing the sore spots, resolving to stay on earth and going ahead.

And yet there are those—as there always are on such occasions—who profess to weave a mysterious spell over the situation, to regard it as something unexplainable, baffling analysis. They are crying for artificial remedies.

There is no medicine in the world better than sunlight and fresh air. Castor oil, quinine and hypophosphates have their uses, but they cannot cure without the aid of nature's remedies.

And so, in curing the present public ill health, our hope lies in letting nature take its course.

Another of the artificial remedies proposed is the making of seasonal freight rates. As if rates were the element controlling movement of products! As if the making of a rate a few cents cheaper would open up great markets for our products, and making the rate a few cents greater would close them!

However, there is some hope. The following is from a Washington dispatch to the Chicago *Journal of Commerce,* under date of June 15:

"Herbert Hoover, Secretary of Commerce, has announced that he has been forced to abandon the plan advocated by him for the establishment of seasonal rates on coal so far as this year is concerned."

LOOKING FORWARD

Optimism regarding the present railway situation is displacing the pessimism so prevalent recently as the developments of the past few weeks are reviewed and weighed.

There are unmistakable signs that the industrial depression which has gripped the nation since last October is nearing an end. This depression, with the consequent falling off of traffic, has been one of the important contributing factors to the present difficulties of the railroads.

In the latter part of March and the opening days of April, the number of cars of freight loaded each week—a barometer of industrial activity—was at low ebb; for the week ending April 2 but 666,642 freight cars were loaded for movement. From that time to the present, however, there has been a slow but consistent increase in the number of cars loaded weekly, reaching a total of 750,158 cars loaded in the week ending May 14.

Again, late in March and early in April the number of idle cars was about as high as it has ever been. In the week ending April 8, 507,427 freight cars, or about 21 per cent

of the roads' total car ownership, were idle. The slow but steady resumption of business, and consequently of traffic offered for movement, has cut this total from week to week until in the week ending May 15 the number of idle cars had been decreased by almost 57,000 cars; only 450,453 cars were idle in the week ending with the latter date.

While it is true that these figures are still far from those prevailing in normal times, nevertheless they do indicate that there is a decided trend toward normal conditions in traffic. This resumption of traffic and a consequent increase in revenues will undoubtedly aid the financial condition of the railroads.

With reduced operating expenses and increased business in sight it is but natural that railway men should see the present situation as T. DeWitt Cuyler saw it when he said in a recent statement to the Senate's interstate commerce committee which is investigating the railroad situation:

"Feeling, as we do, that the world has definitely turned the corner of its most acute depression, so we feel that the railway situation has likewise passed through its darkest hour and has now definitely turned for the better."

CONTROL OF ACCIDENTS

"The control of accident fatalities and injury is one of the outstanding problems in the movement for longer and healthier lives," says a statement by the statistical service of the American Red Cross, reported in the Indianapolis *News* for May 30. The Red Cross has made a compilation showing that 4.6 per cent of the deaths occurring in 1918, the latest year for which complete statistics are available, were caused by accidents. The toll of accident death in 1918 reached the enormous total of 83,852.

The figures are appalling. To know that more people than live in Sioux City or Rockford—nearly four times as many as live in Baton Rouge—more than three times as many as live in Paducah—nearly five times as many as live in Vicksburg—nearly four times as many as live in Jackson, Miss.—died in one year as the result of accidents! Cancer is a dreaded scourge, but more persons were killed by accidents than died of cancer.

The Red Cross is right in that the control of accidents is an outstanding problem. One of the chief means at our hands is education—propaganda, if you want to use the word in its true sense, although its use has been generally applied to something foreign to the original meaning. We must let the people know that accidents constitute an enormous toll upon the life of our citizens, not only that, but that the toll may be extended next to you, second person, singular.

The railway service is a good place to emphasize this education. The railroads have been carrying on this sort of thing for years, and the Red Cross recognizes the results obtained by showing that, while loss of life by automobiles has increased tenfold in the last decade, "the safety movement in America," quoting the Indianapolis *News*, "has appreciably reduced the number of deaths on railway and street car tracks."

But our aim should be nothing short of perfection. Railway men, by taking every precaution to safeguard their own lives and by forever preaching safety, can assist in bringing this alarming condition under control.

Readers doubtless will be interested in the compilation made of causes of accidental deaths in 1918, the period covered by the Red Cross survey, and it is given here:

Cause.	Number	Per cent
Poison	2,787	3.3
Conflagration	1,799	2.1
Burns	8,418	10.0
Absorption of deleterious gases	4,247	5.1
Drowning	6,952	8.3
Firearms	2,561	3.1
Falls	13,070	15.6
Mining and quarrying	3,293	3.9
Machinery	3,002	3.6
Railroad and street car	13,762	16.4
Automobile	9,445	11.3
Other vehicles	2,797	3.3
Other accidents	11,719	14.0
Total	83,852	100.0

The Wayfarer

Traveling has become such a commonplace thing to railway officers and employes that it is hard for them to realize what an event a railway trip is in the life of the average patron of the lines. In considering this, of course, we must first strike out of mind all traveling salesmen, actors, and major league baseball players; but even with these gone we find enough patrons left to break up all the possible two-chair combinations in every chair car in the country.

The French have lent us a good word, "blase." (Really it has an accent on the final "e," but the American type we are using won't let it in). That word will describe some of the passengers you see in the chair car we just spoke about. The scenery doesn't interest them—they have seen it before, or a lot just like it; the vendor of reading and eating material, with his periodical promenade through the car, doesn't get a rise out of them, unless he has something about half a day early in the newspaper line to offer—they would be mortified beyond measure to be seen eating an orange there or gurgling a bottle of soda-pop; the train suddenly rushing past on the other side doesn't cause them even to start from their seats. They have traveled so much, you can see at a glance, that travel means nothing to them. It merely helps them get from one place to another.

But the rest of the travelers in the car—the great majority of the passengers—have paid their good money for the trip, and they are going to get every last thrill that the railway company and the right-of-way have to offer. The grown-ups, of course, aren't quite so excited about it as the children, and do not crane their necks quite so far out of the window; but nevertheless you will note in each eye a gleam of real interest and in each action the betrayal of some enjoyment in the trip.

It has not been many years since even the blase traveling salesman asleep over in the corner was a youngster who made for himself a scenic tour of every infrequent 40-mile trip over the branch line to the city. At that time every inviting red barn and windmill on the horizon, every mysterious patch of woods, every thundering and perilous bridge over a gully, every horse galloping in terror across a field held something of interest for him that kept him alert at the window and drew from him a sigh of regret as the train pulled into its final station.

The trouble with him is that he has grown up too far.

But people travel for other things besides the scenery. "I had sold thirty-six tickets on this particular morning," wrote an agent friend of ours the other day, in making some other point. "One man was going to the bedside of a very sick person and cautioned me time and again not to fail to flag that train. Others were just as anxious to have the train stop. The fact was that that train meant to those thirty-six persons the most important part of their day."

The trip, nine times out of ten, *is* a big thing to the individual, even though the handling of that passenger may be the most commonplace thing in the world to the railway employe who has handled hundreds and thousands of passengers in his time. It is not difficult—indeed, it is the most natural thing in the world—for the employe to try to handle passengers in a wholesale, instead of a retail, way.

But the fact it is easy is no excuse for doing it. The railroad that makes each passenger a guest is a really successful railroad.

ANOTHER TO HONDURAS

Add to the list of Illinois Central men in Honduras, Central America, the name of O. M. Suter, supervisor of bridges and buildings for the Chicago Terminal division. Mr. Suter is spending a six months' leave of absence as supervisor of bridges and buildings for the railroad owned there by the Vaccaro Brothers & Company, described in the June issue of this magazine by Chief Engineer F. L. Thompson.

PUBLIC OPINION

What the World thinks

A RAILROAD WITH TRADITIONS

Mr. C. H. Markham, president of the Illinois Central Railway, has issued a neat folder under the title "What Every Employe Ought to Know About the Illinois Central System."

Mr. Markham under the map of the country through which the Illinois Central and affiliated lines pass calls it "The Breadbasket of the World."

When one realizes that the Illinois Central touches Sioux Falls, Sioux City, Omaha, Albert Lea, Chicago, St. Louis, Louisville, Indianapolis, Cairo, Memphis, Birmingham, Jackson, Miss., Vicksburg and New Orleans, one sees the truth of the claim. The road runs north and south through Illinois and has many branches in that state. It runs west from Chicago through the great state of Iowa, and touches Minnesota and Dakota. It reaches out into Kentucky, Indiana and into Alabama. It literally covers the western half of Mississippi.

In normal times the city of Memphis is the second loading and unloading point on the Illinois Central System.

As indicative of the progress railroads have made, there are two interesting pictures. There is a Rogers locomotive, made in 1854, with a weight of 56,000 pounds. It has a tractive power of 9,000 pounds.

The latest Illinois Central locomotive is seven times as heavy as that made in '54. It weighs 382,000 pounds and has a tractive power of 73,800 pounds.

The Illinois Central Railroad has 14,225 stockholders. It has been selling stock to its employes since 1893. The road has property $105,000,000 in excess of its capitalization.

The Illinois Central established a pension system in 1901. Since that time $2,106,000 has been paid out in pensions.

The largest terminals the Illinois Central has are in New Orleans, where the yards have a capacity for 9,384 cars.

In 1920 96 per cent of the Illinois Central passenger trains arrived on time. The percentage of the prompt arrivals for all the lines for one year was 83. In 1920 72,137 people were working for the Illinois Central Railway.

Some of the distinguished people who were connected with the Illinois Central Railway as attorneys and as officials were Stephen A. Douglas and Abraham Lincoln. Mr. Lincoln was local attorney for the Illinois Central Line. George B. McClellan was superintendent of transportation.

Among men famous in the Civil War connected with the system were Generals Beauregard, Burnside, Banks, Walthall, Alexander, Brayman, Turchin, Robinson, Neely, Lawton and Sorrell. L. Q. C. Lamar was one time a legal representative of the Illinois Central.

We have a pleasant recollection of some of the former presidents and officials, among whom were J. T. Harahan and Stuyvesant Fish.

The Illinois Central Railway has traditions of which it may well be proud. Traditions create sentiment, and sentiment is a factor in everything that excites the activities of men.—Editorial, Memphis (Tenn.) *Commercial Appeal,* June 25.

A DEAD LOSS TO INDUSTRY

The Illinois Central railroad appeals to shippers to eliminate an economic waste amounting last year to $104,398,930 on the railroads of this country through insufficient or improper packing and loading of com-

modities for railroad transportation. That amount of money was paid out by the class I railroads of the country for damages.

That much of this loss is unnecessary and due simply to carelessness or inefficiency is shown by comparison with the figures of 1916, when the total of such damages amounted to $23,346,965, or more than $80,000,000 less than last year.

There is in the figures and the appeal a tip not only for manufacturers and shippers but for railroad employes. This sum of more than $100,000,000 annually is a dead loss to the railroads and to the public through the destruction or damaging of property. It cuts down the net revenue of the carriers and indirectly results in higher freight rates and lower wages. That, in turn, depresses every line of business.

If shipping clerks would remember these facts every time they pack a shipment of goods; if truckers would remember it every time they take such goods to a freight car for shipment; if freight handlers would remember it every time they load a car, and if switchmen, brakemen, and engineers would remember it in the handling of trains, that vast sum might go eventually into their pay envelopes.

It is the inefficiency as well as the wage per hour of workmen which helps to keep up the price of products. In the matter of packing alone, we are told, large consignments of American goods sent to South America have been refused or subject to delay in payment and decrease of orders because the goods were not properly packed and arrived in bad order. That keeps down the expansion of American business, reduces our orders, slows down or closes our factories, and reacts directly upon employer and employe alike.

It is inexcusable waste. Payment of damages by railroads or water carriers cannot compensate a manufacturer or exporter for the loss of a customer. It is a cumulative loss. Care and efficiency will eliminate it. In self-defense they ought to be practiced by every individual having to do with the manufacture, sale, and shipment of goods.—Chicago *Tribune*, July 2.

SHARING ALIKE

The American Federation of Labor is becoming conservative. The convention in Denver Wednesday sustained the action of the resolutions committee in striking out of the resolution a phrase that would have put organized labor on record as declaring for government control and democratic operation of "all industries organized under corporate grants and privileges," and contented itself with reaffirming its stand for government ownership of railroads, with legislation giving the workers equal rights and privileges in the enterprise.

The right to participate with capital in the operation of railroads would give the workers the right to participate in the deficit. It is not assumed that the railroad worker is anxious to see the fruit of his labor diverted to the sink-hole created by Mr. McAdoo, through which so many millions of perfectly good American dollars have passed never to return.

On the other hand, it is probable that the owners of the railroads will be very glad, if it were practicable, to have the employes share alike with them in taking care of the financial problems that burden them and which are obviously destined to annoy them for many years to come.

The Federation of Labor presents a practical solution for the operation of the railroads on a cost basis, if it were not socialistic to take away from one man the thing that he has earned or rightly possesses and give it to another man who has no claim upon it. If the Federation of Labor is consistent in its demand the thing it advocates can be accomplished by the employes accepting a rate of pay commensurate with the returns yielded by the investment.

The railroads are losing millions of dollars annually, and yet, if we remember correctly, the brotherhoods protested vigorously at the hearing before the labor board in Chicago a few weeks ago against a reduction in wages. If labor is to share with capital in the fortunes of railroad operation it can not escape responsibility for sharing in its misfortunes. If labor is to share equally with capital in its enterprise, it would participate in the dividends as well as in the losses. Those who have invested their money in railroad stock must content themselves to receive no return on their investment. We can not conceive of railroad em-

ployes being willing to receive no return from their labor. In some quarters there is a fantastic notion concerning the equal rights of capital and labor. Reasonable persons do not share these views. The individual who invests his capital in an enterprise may profit from it, or he may lose his investment. He understands that he is taking a chance.

The workingman on the other hand, should not be obligated to assume any such risk. He is entitled to a living wage, whether the enterprise he serves is profitable or not. A man may gamble with his money, but he has no right to gamble with his labor. Capital represents a surplus. Labor represents meat and bread.

About all that is left of the sentiment that once prevailed for government ownership of railroads is the well established and accepted policy that the government should exercise supervision over rates and quality of service.

Government operation of railroads had a test under favorable conditions. Traffic was at its peak. There was not an idle car in the country. Rates were increased to a fabulous degree and wages ascended on the same scale. Notwithstanding the condition under which the government operated the railroads, millions of dollars were lost and the public is now paying the deficit and will continue to do so for several years. The government owes it to the railroads to carry out its agreement to return the roads to private ownership in the same condition they were when placed under government control. The roads were returned to the owners with the rolling stock depreciated; with trackage impaired and damage done to the property that years of rehabilitation will scarcely be able to bring back to former condition. The government can not avoid and should not wish to avoid payment of the just claims the railroads have against it. When that is done the government should get as far away from participation in the conduct of the roads as possible without neglecting rights and privileges of the public.

The government found railroad operation unprofitable. The individuals who had their money invested in the roads have found it unprofitable. Employes are the only ones that have profited from the experience. They profited because they were paid for their labor and because they were not penalized for the misconduct of the roads. Their experience would have been different had they shared equally with capital.

If the Federation of Labor is sincere in its desire for the employes to share alike with capital, it is likely that capital will be very glad to welcome them into the debit side of the ledger.—Memphis (Tenn.) *News Scimitar,* June 24.

ON TIME

Train schedules have been the butt of many jokes. A favorite one originated, we believe, in the Hippodrome in New York a number of years ago. A comedian appeared on the stage dressed as a station porter. He called out half a dozen trains on as many roads, stating each was a number of minutes or hours late, and giving the cause for each being late—engine trouble, derailment, etc. That last train to be called was reported on time, the comedian stating "the cause for being on time unknown."

It always produced a laugh. None in the audience but had had experience with trains that were late—so much experience had many that it seemed not unreasonable that there should be an explanation when a train was reported on time. Schedules, it seemed, were in the nature of good resolutions, lived up to occasionally, but not as a rule —a sort of goal not frequently attained.

The old order has changed. Railroads still have schedules, but for the most part they are living up to them. On practically all roads during the past few years considerable effort has been put forth to run right on schedule, and splendid results have been attained. On first-class roads it is now the rule for trains to run "on the dot."

As an example of what one of the bigger railway systems is doing in this connection is the record made by the Illinois Central for the month of May. This road operated 13,567 passenger trains on its system during the month, and 13,461, or 99.2 per cent, were run on schedule time. On the Iowa division of the road there were 688 trains operated, and every one maintained schedule time.

This is a record worthy of praise from the public and for which the road has just rea-

son to be proud. The advertised schedules of passenger trains by railroads are promises to the public that such schedules will be maintained. The Illinois Central not only promises but performs.

The May record of the Illinois Central eclipses any former record of the road, and perhaps never has been excelled by any railroad handling as many trains.

Maintaining train schedules is good public service.—Fort Dodge (Iowa) *Messenger and Chronicle*, June 7.

GOOD FOR THE ILLINOIS CENTRAL

Charles H. Markham, president of the Illinois Central, issued an announcement to all officers and employes a few days ago that carries an important message to the public and all business.

The money realized from lower operating expenses due to railway wage cuts is to be put into the maintenance of the road, purchase of needed equipment and upbuilding of the system.

Mr. Markham, in his announcement, said:

"The decision of the labor board in regard to the reduction of wages, when it becomes effective, will result in a substantial decrease of the operating expenses of the Illinois Central System. You will be interested in learning that we intend to invest that money in maintenance which has been deferred—in the employment of additional men and in the purchase of materials and supplies. We have not waited for the money to come in, but we have already entered upon our program, and we believe that other railways will do likewise.

"The action of the Labor Board, therefore operates as the first signal for the opening up of business which will redound to the benefit of the public at large. The crop prospects are favorable. This railway recognizes its pressing duty to serve them this fall. The Labor Board decision will help to enable it to meet that duty."

The above policy is a direct boost to the commerce of the sections of the country served by the Illinois Central and should be followed by railroads in other sections. It means the purchase of materials of all kinds that enter into railway equipment and maintenance, and the employment of thousands of workmen who have been out of employment.

If every railroad should follow the example of the Illinois Central, and use the money realized from decreased cost of operation for physical improvement, it would go far toward restoration of normal business conditions.

The railways are large buyers of almost every sort, the Chicago *Journal of Commerce* points out. It says: "The railroads have been forced by lack of credit and ready money to postpone improvements and enlargements, to curtail employment, to slow down all possible activities on the road and in shops and offices, to stop the purchase of supplies and to postpone all maintenance or replacement expenditures except those absolutely requisite for safety.

"Now comes one large railway saying through its responsible head that the action of the Railroad Labor Board in reducing wages will be accepted as the first signal for the opening up of business redounding to the benefit of the public at large. We envisage in this announcement the most encouraging sign for business resumption we have seen in months. It constitutes the most authoritative 'Let's Go!' signal that has appeared upon the horizon of business since the present depression set in—the best news item the newspapers have been privileged to print in regard to business."—Editorial, Lincoln (Ill.) *Courier-Journal*, June 21.

YOUR OVERHEAD

About the middle of the day as you journey, there passes through your car a colored man clad in a white jacket, and distinguished from a Pullman porter by the fact that he also wears a white apron. As he returns he will call out in each car:

"Lunch is now served in the dining car. Meals a la carte. Dining car in the rear. First call for luncheon."

If you make it your rule to go always at the first call, and have washed your hands and brushed your hair a little while before in anticipation of this announcement, you will get a better seat.

You are met at the door by the steward, who shows you to your seat. A colored waiter brings you a glass with a lump of ice

in it, and fills the remaining space within the glass with water. He also spreads out for you a clean linen napkin.

Up to that moment, your meal has cost the company 57 cents.

It cost $50,000 to build the dining car, and you must pay your part of the interest on that sum, and some more for the repairs, upkeep, and depreciation. The car is fitted with ranges, refrigerators and tanks, and you must pay for your share of the fuel, the ice and the cost of procuring and filtering the water. The laundry bill is enormous, and a part of it is charged to you. The steward must be paid, and so must the four cooks and five waiters. This is what makes up the total of your 57 cents and there are at least 57 varieties of expense to absorb it.

The problem of the company is not how to recover the cost of what it actually feeds you, but to distribute this 57 cents over the prices of the various articles of food you are to order, so as not to make any price prohibitive. For if they charge you too much you will eat your lunch out of a shoe-box. So it is a problem in psychology as well as in political economy.

All in all, you wonder that they do as well as they do.—Jackson (Miss.) *Daily News.*

MARKHAM SAYS "LET'S GO"

There was a great deal of news value in an announcement which was made to the officers and employes of the Illinois Central System by President Charles H. Markham on June 10 and published in the Chicago *Journal of Commerce* in its issue of June 11.

We quote as follows from what Mr. Markham said in that announcement:

"The decision of the Labor Board in regard to the reduction of wages, when it becomes effective, will result in a substantial decrease of the operating expenses of the Illinois Central System. You will be interested in learning that we intend to invest that money in maintenance which has been deferred—in the employment of additional men and in the purchase of materials and supplies. We have not waited for the money to come in, but we have already entered upon our program, and we believe that other railways will do likewise.

"The action of the Labor Board, therefore, operates as the first signal for the opening up of business which will redound to the benefit of the public at large. The crop prospects are favorable. This railway recognizes its pressing duty to patrons to place its railway and equipment in condition to serve them this fall. The Labor Board decision will help to enable it to meet that duty."

This means that money realized from the decreased cost of operation on the Illinois Central System brought about by the Railroad Labor Board wage reduction will immediately begin to flow in the channels of commerce; that steel, lumber, ties and all kinds of materials used by the railway will be purchased on a large scale, and that thousands of men out of employment will be re-employed. Mr. Markham says in his announcement that he believes other railways will pursue a similar policy of restoring their properties to their former state of efficiency. That would mean more toward re-establishing normal business relations than any other single factor entering into the present situation.

The railways are large buyers of materials of almost every sort, and they have been forced by lack of credit and ready money to postpone improvements and enlargements, to curtail employment, to slow down all possible activities on the road and in the shops and offices, to stop the purchase of supplies and to postpone all maintenance or replacement expenditures except those absolutely requisite for safety.

Now comes one large railway saying through its responsible head that the action of the Railroad Labor Board in reducing wages will be accepted as the first signal for the opening up of business redounding to the benefit of the public at large. We envisage in this announcement the most encouraging sign for business resumption we have seen in months. It constitutes the most authoritative "Let's Go!" signal that has appeared upon the horizon of business since the present depression set in—the best news item the newspapers have been privileged to print in regard to business.—Editorial, Chicago *Journal of Commerce,* June 14.

RELIEF, BUT NO CURE

The 12 per cent wage reduction is expected to add $400,000,000 annually to railway net income. An additional $300,000,000 is anticipated from the elimination of the waste of the "national agreements." A saving of $700,000,000 should be enough to keep the railroads going.

But a mistake will be made if the public is drugged into thinking the railway problem is solved. To provide the betterments the demand for which is to grow stronger more is

indispensable. Railway credit must be restored.

The public, through a long series of years, has not dealt justly with the owners of railway property, and has suffered the consequences of its injustice. For fifty years the railroads were petted. Bonuses, land grants, all sorts of inducements were offered to secure their construction. No one dreamed that railway investment, if made in good faith, could become unsafe.

In the '80s a change in public attitude occurred. Speculators gambled in railway securities, sometimes winning and sometimes losing, and these speculators were reckoned owners. It was said that it was necessary to

Things to Talk About

A few weeks before the marketing season began in the strawberry district of Louisiana this year producers and marketing agents were pessimistic over the outlook. Prospects pointed toward a good crop, but many were worried over the increased cost of transportation. Some declared the close of the season would find producers bankrupt. The outcome was a distinct surprise.

This has been one of the most prosperous years in the history of the strawberry district of Louisiana. The carload movement of berries from the district was greater than ever before, exceeding that of last year by 43 per cent. Good prices were received, berries held up well under long shipments, an excellent distribution was secured, the marketing season was the longest on record, and producers prospered. Business in the strawberry district is thriving, new land is being bought, old land is being improved by buildings and better equipment, and there is money in the banks and in the old family sock.

The June visitor to the strawberry district gets an entirely different impression from the January visitor. Farmers and marketing agents admit, although with some reluctance at departing from their former attitude, that the transportation service they received made possible the best year they have ever known, while the increased scale of rates did not jeopardize their earnings.

The following is a comparison of the number of cars of strawberries loaded on the lines of the Illinois Central System in the Louisiana strawberry district this year and last:

	1921		1920	
	Express	Freight	Express	Freight
Louisiana Division (I. C.)	1,258	3	871	0
New Orleans Division (Y. & M. V.)	128	0	96	0
Totals	1,386	3	967	0

The cost of transportation by express from Hammond to Chicago was about 43 to 45⅓ cents a crate this year (including refrigeration charges), as compared with about 34½ to 36 cents a crate last year, the range being due to the variation in the capacity of express cars used, on which there is a refrigeration charge per car. The cost of transportation by freight from Hammond to Chicago was about 31½ cents per crate this year, as compared with about 26 cents last year.

In spite of the fact that the cost of freight transportation this year was less than the cost of express transportation last year, the shippers voluntarily chose the higher rate, because of the more rapid service. The only difference between freight and express service is the time in transit—express taking 36 hours from Hammond to Chicago and freight 60 hours. A few years ago the majority of the berries shipped out of the Louisiana district moved by freight, but there has been a gradual change to express movement, which verifies the contention that service is the more important factor, rather than the scale of rates.

Any number of examples of individual prosperity are to be found in the strawberry district. One farmer made $2,527.99 from the strawberries which he and his wife raised on 1⅞ acres, in addition to selling $327 worth of plants from the same tract. The cost of hauling this entire crop nearly 900 miles to Chicago, the central marketing point, would be about $376.25, or 14.8 per cent of what the farmer received.

Another farmer made over $3,000 on 5½ acres; another $194 on a patch of a dozen 60-foot rows; another over $5,000 on 10 acres; another over $2,500 on 8 acres; another over $1,000 on 3 acres. The demand for berries was so great throughout the season and increased transportation costs were absorbed so readily that the preserving plants which have sprung up throughout the district did not open up at all this year.

establish public control. The railway managers used corrupt methods to avert it. This gave another ground for attack. The result was the Hepburn act. This took away from the rai'roads control over rates, and then, under the McAdoo regime, control over wages was also taken away. Thus, with practically nothing to say as to either income or outgo, the railroads were rapidly swept toward a Niagara.

Not only was private initiative destroyed by denying to it due reward, but what was tantamount to confiscation was decreed. Hundreds of thousands of savers of the worthiest class found themselves possessed of securities of shrinking price. The tragedy of the average railway investor has never been adequately described. Other property went up. His declined. In ten years land, buildings and plants have doubled in value. The railway owner's possessions have been halved. Is it strange he is averse to sending good money after bad?

In former days, when railway investment was not penalized, the public, decade by decade, saw rates lower and service improve. When a paralyzing hand fell on the business and there was no profit in doing specially well came retrogression. There is the old, old lesson that it does not pay to shackle capacity.

The country may again expect to be satisfactorily served when the best managed railroad makes the most money and this is considered creditable to its managers. To treat symptoms is well enough, but it is wiser to strike at the roots of disease. Liberty of action is the pressing need of the railroads. The greater part of the regulating legislation which Congress and forty-eight legislatures have enacted must be swept from the statute books. As to our most vital industry we have been guilty of violating a natural law.

The chief value of the Labor Board's decision is not in the immediate hope it holds out but in its indication of a basic change of opinion with respect to the railroads. It does not turn the railroads loose to work out their own destiny, but it suggests a weakening in the official habit of assuming that the railroads are always wrong.—New York *Tribune,* June 2.

GETTING A START

The philosophy of Andrew Carnegie was expressed when he was asked how he got his start in life which led to such wonderful success. He had the vision and self-control.

"How did I get my first thousand? By saving it." This epigram from Mr. Carnegie presents no new idea, but the truism contains more of practical wisdom, from more points of view, than is generally comprehended. The first thousand is saved under exceptional difficulties. The accomplishment of it is of special value in character building. An inexperienced beginner's pay is necessarily limited. To establish the habit of saving demands strong qualities. If not a natural gift it must be acquired. Will power, a prime essential throughout life, is required. Frugality must be proof against self-indulgence. False lures or any form of harmful temptation must be resisted. Backsets may be expected and must be treated as temporary, subject to a firm purpose to "try again." Blue-sky promoters and other sharks must be avoided. They never refer to the fact that high interest means bad security. Saving the first thousand is like the early training of a pilot. He gains then more knowledge of a basic nature than at any other time.

A list of Mr. Carnegie's aphorisms includes this excellent reason why every one should save: "Wealth can only bring happiness in the sense that it brings great opportunities to make others happy." The stored energy of wealth can be used unselfishly, benevolently and fruitfully for the advancement of mankind. Saving the first thousand, a discipline for what follows, may be associated with high altruistic purposes and achievements.

Mr. Carnegie worked for years at small compensation before he could say that he owned a thousand dollars. What followed was easier, though giving away $350,000,000 was one of the "details."—Indianola (Miss.) *Enterprise,* June 10.

TRAINS RUN BY SPIRITS

The above headline sounds like the report of a dream by Sir Oliver or Sir Conan, but there is nothing supernatural about it. The spirits in the case are those that, not being allowed to drink them, we at least may use for fuel. Of course alcohol as auto fuel is an oft-told tale, and we are coming near

to a solution of the fuel problem for motors in after-gasoline days.

But down in Brazil they have taken a wider view of alcohol's fuel possibilities, probably for the reason that the big republic astride the Amazon River is very short on coal and very long on the many forms of vegetation from which alcohol is easily and cheaply manufactured. And Brazil, as matters stand, is seriously considering the installation of an alcohol-burning system on locomotives serving eight hundred miles of line adjacent to the land's eighty modern cane sugar factories.

We in New Orleans, who have seen the mushroom-like growth of the great industrial alcohol plant on Broadway at Leake avenue, and who recognize that the waste material from sugar manufacture is the raw material for that great plant, will not be surprised at the action of the Brazilian sugar men in proposing to save the big coal bill on their locomotives by making their own alcohol from the stuff that has been refuse on their hands.

In the open market such alcohol is now selling in the Brazil market at 22 cents a gallon, but as that price includes several intermediate profits it is clear that when the manufacturers use the stuff themselves it will show a bookkeeping value far and away less than 22 cents—possibly not half that. At such a price the fuel is expected to make a distinct saving over coal and it, of course, will cause a collateral saving in labor, because all the stoking will be done by a twist of the engineer's wrist.

Recently our United States consul at Pernambuco, Brazil, has become interested in having the United States manufacturers of railroad equipment prepare for the coming demand for alcohol-burning engines and has supplied the Latin American Bureau of the Bureau of Foreign and Domestic Science with all the data needful for those American concerns that deal or contemplate dealing in alcohol-burning mechanism. It would be surprising if, after all, alcohol as a heavy engine fuel should win its way before it comes fully to its own for the lighter forms of motors.—New Orleans (La.) *Times-Picayune*, June 23.

Flagged a Train

Evans Young *Drury Young*

Introducing Evans and Drury Young, 11 and 13 years old, respectively, who on the evening of April 6 saved from a wreck a passenger train on the Chicago, Memphis & Gulf Railroad, of the Illinois Central System, just north of Wrights, Tenn. The C. M. & G. runs from Dyersburg, Tenn., to Hickman, Ky. After finding the broken rail, Evans and Drury walked a mile to Proctor City, notified railway officials there, procured a lantern, returned, and flagged the oncoming train from the south just in time. When the train appeared, the boys swung the lantern frantically and the engineer responded promptly with set brakes, according to the dispatch which appeared in the Louisville (Ky.) *Herald*.

ACCIDENT AND INJURY PREVENTION

Bulletin No. 9—A Challenge

IF THERE is any employe in any department of the Illinois Central System who can equal or surpass the record in accident and injury prevention of John Morrissey, John Carey and Albert Erickson, whose pictures appear herewith, this magazine would like to hear from them. These men are employed at Burnside Shops, Chicago. In large shops like those at Burnside, many employes receive slight injuries every year; some of the men sustain more than one injury a year; a small percentage sustain severe injuries. On the other hand, many employes work day after day without ever receiving injury. It was decided to learn from these latter what their secrets of safety were, so that their less fortunate fellow-workers might profit.

Mr. Morrissey, a machinist, says: "I have been in service forty years and have never been hurt. I have had a wife and four children, and so could not afford to be hurt. If I laid off, I wanted to have a good time, and I could not have any good time if I was off because of an injury; so I was always careful.

"I don't have to wear goggles at my work, but I always wear them when I go to an emery wheel or I use the guard on the

John Morrissey *John Carey* *Albert Erickson*

emery to protect my eyes. When I get a chisel of which the head is worn or 'burred,' I have it dressed before using it, so that no piece will chip off and strike my eyes. Many men strike a file against a vise or on something else to clean it, but I never do, because a piece is likely to break off and fly into the eyes. I never wear gloves when operating a machine, because the gloves might catch and draw the hand in. When I am using an air machine, I am careful not to reverse it while the pressure is on, as I have seen men hurt that way.

"That's the reason why I have ten fingers and two good eyes."

Mr. Carey, another machinist, also has some suggestions.

"I have always worn goggles at my work for the last fourteen years," he says, "and I have been in service thirty-three years. I always keep my goggles on when I go to the emery wheel. I never use a tool if it is defective in any way, because there is no use in taking a chance with it. I never work with gloves on, because I can do better work without them, and they are likely to get caught in the machine.

"Whenever a new apprentice is assigned to me, I warn him to be careful, and I show him how to do the work so that he will not get hurt. Years ago the men were more careful. Now we have better machines, with guards on them to prevent injuries, and the men get careless, relying too much on the guards."

Mr. Erickson, who has been in service thirty-three years and who has in that time sustained but one slight injury, has had a family to support and could not afford to be laid off by injury.

Says Mr. Erickson: "I am on the safety committee, and I try to prevent injuries to the other men as well as to myself. If I have to use a scaffold, I first learn, before going on it, whether the planks are in good condition and not likely to break, and also whether they are properly placed so that they will not fall. If I have to move a scaffold, I see to it that the boards will not fall on me, or I take the boards down.

"Before starting work on the side of a boiler, I always take down from the top any tools that might be jarred and fall on me; if another employe is using tools on top of the boiler, I tell him to place them where they cannot fall.

"I don't wear goggles, but I do wear glasses, which are for protection as well as an aid to my eyes. I always use the guard when grinding; if another man is at an adjacent wheel, I compel him to grind in such a way that the sparks will not fly toward me. When I go through the shop, I watch to see that I do not get struck by the crane or material it may be carrying. When I pass a man who is cutting rivets, I always put up my arm to protect my eyes until I have passed him; if he is not using a broom to prevent the heads from flying, I tell him to get one. These are my suggestions for safety."

LOSS TO FORDHAM OFFICE

Miss Beatrice Howarth, stenographer in the employ of the Illinois Central at Fordham, Ill., died of pneumonia, at the home of her parents, 106 Dyer boulevard, Hammond, Ind., on June 16 after an illness of two weeks. Miss Howarth entered the service of the Illinois Central on March 16, 1919, as stenographer in the office of E. Husband, general foreman of the car department, at Fordham, and since that time had won a place in the hearts of all the employes at Fordham. The funeral was held from the residence on Monday, June 20, and was attended by a host of her friends. She was laid to rest at Oak Hill Cemetery at Hammond.

Beatrice Howarth

12 THINGS TO REMEMBER

The value of time—the success of perseverance—the pleasure of working—the dignity of simplicity—the worth of character—the power of kindness—the influence of example—the obligation of duty—the wisdom of economy—the virtue of patience—the improvement of talent—the joy of originating.

Same Ladders Climbed by Our Executives Available to All Employes

Men High in Management Started as Section Hands, Stenographers, Clerks and the Like

THERE is an inspirational romance wrapped up in the biography of the railway executives of the United States—a romance that should be a spur to every American boy who starts out to make railway service his life work. It should mean to him that he has an opportunity, by schooling himself in the requirements of the service and applying himself diligently, to go to the top of the ladder.

That inspiration is to be found in the lives of the men who stand at the head of the Illinois Central System.

C. H. Markham, president, entered railway service as a section hand.

C. M. Kittle, senior vice-president, was a station clerk.

L. W. Baldwin, vice-president in charge of operation, was a chainman in the engineering department.

F. B. Bowes, vice-president in charge of traffic, was an office boy in a general auditor's office.

M. P. Blauvelt, vice-president in charge of accounting and treasury, was a clerk in a freight office.

A. S. Baldwin, vice-president in charge of the Chicago terminal improvement, was a rodman in the engineering department.

A. C. Mann, vice-president in charge of purchases and supplies, was a stenographer in a commercial agent's office.

That each started at the bottom and worked his way to the top will be seen from an examination of the following records:

C. H. Markham

Mr. Markham was born May 22, 1861, at Clarksville, Tenn. In 1881 he entered the railway service as a section hand for the Atchison, Topeka & Santa Fe. After several months he went with the Southern Pacific in the station service at Deming, N. M. Between 1881 and 1897 he rose in the station service until he had charge of the freight and passenger business of a district. In July, 1897, he became general freight and passenger agent of the Oregon lines, and in September, 1901, he was made assistant freight traffic manager. Three months later he was elected vice-president of the Houston & Texas Central Railway. He returned to the Southern Pacific service April 1, 1904, as general manager, and on June 1 of that same year was elected vice-president. He severed his railway connections November 1, 1904, to become identified with the oil industry. December 1, 1910, he was elected president of the Illinois Central. Mr. Markham served during federal control first as regional director at Atlanta, Ga., and later as regional director at Philadelphia.

C. M. Kittle

Mr. Kittle was born October 9, 1878, at Elkins, W. Va. He entered railway service in 1895 as station clerk on the West Virginia Central & Pittsburgh, now a part of the Western Maryland. He later was employed in station and yard work on the Atlantic Coast Line, Queen & Crescent and Baltimore & Ohio. He entered the station service of the Illinois Central October 21, 1900. In 1901 he was assigned to the staff of the roadmaster on the Illinois division and later held various positions in the maintenance of way, mechanical, transportation and accounting departments. October 1, 1910, he was appointed freight claim agent, also in charge of loss, damage and overcharge claims. He was appointed assistant to the president July 1, 1912, and November 29, 1916, was elected vice-president. During federal control Mr. Kittle served as federal manager, and in the reorganization

after the road was returned to its owners he was elected senior vice-president.

L. W. Baldwin

Mr. Baldwin was born February 26, 1875, at Waterbury, Md. He entered the engineering department of the Illinois Central in 1896 as a chainman. In 1900 he was appointed track supervisor; in 1901, roadmaster, and in 1904, trainmaster of the Mississippi division. In 1905 he was transferred to the Indianapolis Southern as trainmaster. In 1906 was made superintendent of that road. In 1908 he was appointed superintendent of the Vicksburg division of the Yazoo & Mississippi Valley and May 1, 1910, was made engineer of maintenance of way of the Illinois Central system. Later he became vice-president and general manager of the Central of Georgia. He served during federal control as assistant to Mr. Markham, first at Atlanta and later at Philadelphia, and upon Mr. Markham's resignation was appointed regional director at Philadelphia October 1, 1919. He was elected vice-president in charge of operation March 1, 1920.

F. B. Bowes

Mr. Bowes was born January 29, 1862, at Chicago. He entered railway service as office boy in the general auditor's office of the Illinois Central July 1, 1876. A short time later he was transferred to the general freight office as clerk. In 1880 he was made secretary to the general passenger agent. May 1, 1886, he was made general northern passenger agent and in 1894 assistant general passenger agent at New Orleans. He was appointed general freight agent of the southern lines of the Illinois Central and Yazoo & Mississippi Valley May 1, 1895. He was made assistant traffic manager January 1, 1903. July 1, 1905, he was promoted to freight traffic manager. He was appointed general traffic manager September 21, 1909, and was elected vice-president of traffic in 1911.

M. P. Blauvelt

Mr. Blauvelt was born February 25, 1865, at Suffern, N. Y. He entered railway service in 1885 as clerk in the freight office of the Delaware, Lackawanna & Western at Hoboken, N. J. He became a clerk in the office of auditor of traffic of the New York, Lake Erie & Western, now the Erie Railroad, October 6, 1887, and February 1, 1891, became a clerk to the third vice-president and auditor of the same road. In 1896, he was made chief clerk in the accounting department of the Erie; June 1, 1902, assistant auditor; October 1, 1902, auditor; January 1, 1903, general auditor; January 1, 1904, comptroller. On February 8, 1910, he became comptroller of the Illinois Central System. In 1917 he went with the Lehigh Valley as vice-president and in 1918 was made an assistant regional director of the railroad administration at Philadelphia. He was elected vice-president in charge of the accounting and treasury department of the Illinois Central System in November, 1918.

A. S. Baldwin

Mr. Baldwin was born September 28, 1861, at Winchester, Va. He entered railway service as rodman for the Richmond & Allegheny Railroad, now the Chesapeake & Ohio Railroad, in 1879. Leaving the railway service, he taught school and later was an industrial engineer. He returned to the railway service in 1884 as a draftsman and assistant engineer of the Baltimore & Ohio, where he was in charge of the construction of bulkheads and docks on the Schuylkill River. He later was employed by the Chicago, Milwaukee & St. Paul as principal assistant engineer on the construction of the bridge crossing the Missouri River at Kansas City. A short time after that he was employed on the construction of the Louisville, St. Louis & Texas Railroad, now the Henderson Route. He entered the service of the Louisville & Nashville in 1887 and for fourteen years served as division engineer, roadmaster and principal assistant in the office of the chief engineer. He entered the Illinois Central service September 1, 1901, as principal assistant engineer. He was made engineer of construction May 1, 1903, and chief engineer March 20, 1905. During federal control he was vice-president in charge of corporate affairs and at the conclusion of federal control was placed in charge of

the plans for electrification of the Chicago terminals.

A. C. Mann

Mr. Mann was born September 1, 1881, at Effingham, Ill. He entered railway service January 10, 1900, as stenographer for the commercial agent of the Illinois Central at St. Louis. Later he was bill-of-lading clerk in the same office. He became secretary to the general agent at St. Louis in February, 1902. Four months later he was transferred to Chicago as secretary to the coal traffic manager. He became a price clerk in the purchasing department in June, 1904, and later chief clerk in that department. He was promoted to assistant purchasing agent January 12, 1913, and in May of that year was made purchasing agent of the Central of Georgia. In 1913 he was appointed purchasing agent of the Illinois Central. He served on the purchasing committee under Mr. Markham at Atlanta during federal control and later was elected vice-president of the International Steel Corporation at New York. He was elected vice-president of the Illinois Central in charge of purchases and supplies December 10, 1920.

AN APPRECIATION FROM KENTUCKY

Robert W. Bingham, president and publisher of the *Courier-Journal* and the *Times* at Louisville, Ky., recently addressed the following letter to President C. H. Markham:

"The Illinois Central Railroad, through Superintendent Hill, here, was so helpful and obliging and wide-awake in connection with a banker's meeting at Elizabethtown yesterday, that I take the liberty of congratulating you upon your superior organization in this state, due in large measure, I feel certain, to Superintendent Hill.

"I have been engaged in trying to organize the burley tobacco farmers of Kentucky in a co-operative marketing association, and yesterday Mr. Sapiro, who originated the co-operative plan, was to address a most important meeting at Elizabethtown. For various reasons, another company was unable to furnish the accommodations I desired for a distinguished party which assembled to make the trip. But Superintendent Hill not only was able to do it but did it most courteously and luxuriously and made our trip a delightful affair. Since this burley movement, if successful, will mean much to the economic welfare of this state, the Illinois Central is the first Kentucky railroad to participate in a great reform."

It Pays to Boost

A transportation representative must be a booster for his home town. He must be interested in civic affairs, at least to the point of being familiar with every angle of the situation, and, wherever consistent, he should be identified with them. It is not necessary for him to take the initiative, but it is helpful to know when to get in and help pull for the civic good of the community.

To be identified with the local chamber of commerce is of great value, as the important things that come up in the community usually get to the commercial body. Attending meetings of a public nature held to advance civic enterprises is of great value. People will form the representative's acquaintance in a way that will make it easy for them to call upon him when transportation subjects of interest to them arise.

Everything in the community life should interest him. He will find that a large number of business men are deeply interested in things of a public nature, and he will find that mutual interest is a great factor in cultivating their acquaintance and being close enough to them to secure consideration when they are in need of transportation service. This does not mean that a representative is to be a solicitor at all times. In this matter great tact must be used, otherwise a representative may do his cause more harm than good.

A representative should join the clubs, do his part at all times, be ever ready to work on committees, be dependable in attendance and conservative in action.

The railway representative must be a conservative and consistent believer in the city, town or community in which he is stationed. This belief must be whole-hearted and of a nature that will be shown in his daily life.

It pays to be a real, interested booster in your own home town.—FRED AUSTIN, *Agent, Sioux City, Iowa.*

Law Department

"In the Course of Employment"

Again we mention the nice distinctions which are made by the courts in construing the Workmen's Compensation Acts as between injuries occurring in the course of employment and those growing out of the employment.

The Supreme Judicial Court of Maine has recently referred to the number of decisions construing the words "out of" the employment, and the very few cases that deal with the words "in the course of" the employment. The court points out that no injury can grow out of the employment unless it occurs in the course of the employment. The court seems to think that too little attention has been paid to the question as to what injuries occur in the course of the employment.

The particular case that called for the decision involved a state of facts in which the employe, who was hoisting cotton from a lower to an upper floor, found it necessary to go to the upper floor to see how much cotton of certain grades had been hoisted and how it was disposed of. The cotton was being hoisted by a rope. He took hold of the rope, gave the usual signal and had himself hoisted by that device. He was injured before he reached the upper floor. There was a stairway provided for the employes and instructions had been issued by the employer not to use the rope in this way.

It was obvious that the employe was about his master's business when he was injured. The court held, however, that the injury was one that did not occur in the course of his employment. It gave a definition of an accident which does so arise, that definition being:

"An accident arises in the course of the employment when it occurs within the period of employment, at a place where the employe reasonably may be, in the performance of his duties or engaged in doing something incidental thereto."

The court held that in this case the injury occurred within the period of the employment but not at a place where the employe could reasonably be. The definition furnishes an excellent working rule, and the decision is a valuable one. The case is reported as Fournier's Case, 113 Atlantic, 270.

An Honor for E. F. Trabue

Edmund F. Trabue of Louisville, our senior district attorney for Kentucky, recognized wherever he is known as one of the leaders of the American bar, has recently been accorded an unusual honor. Mr. Trabue for more than thirty years has been a prominent figure in the American Bar Association, serving on its most important committees and taking a leading part in all its activities. At the Boston meeting two years ago, he came within a few votes of being elected president of the association. Recently it developed that W. A. Blount of Florida, who was elected president of the association at the St. Louis meeting last year, is in such failing health that he cannot preside at the approaching Cincinnati meeting, nor is he physically able to prepare and deliver the usual president's address. It being necessary to provide a substitute, the executive committee, the governing body of the association, unanimously requested Mr. Trabue to act as president *pro tem* at the Cincinnati meeting. The fact that Mr. Trabue's professional engagements forced him to decline this signal mark of distinction does not make the honor any the less gratifying to his friends.

The Troubles of a Judge

If any of our readers who belong to the legal profession has ever served a term as trial judge, he will appreciate the following observation made by a Kansas court in a recent case:

"The leader of a symphony orchestra seeks to inspire and synchronize a body of players all intent and harmonious in striving to render the same service, and doubtless even the orchestra leader now and then makes mistakes. The judge who presides over a jury trial is in a different position. His province is to keep the best possible approach to harmony among violently discordant forces fighting every inch of the way through the case, with the witnesses eager to get away and the taxpayers critical of every waste of time. Usually the charge must be written while the trial is going on, in the interim between rulings on evidence or attempts to quiet incipient belligerency among counsel

and the wonder is that so few mistakes are made."

These sage observations were made by Judge West of the Kansas Supreme Court, in Thirlwell vs. Payne, Director General, 196 Pacific (Kan.), 1068.

A reference to Judge West's biography shows that for five years he was a district judge, and he therefore knows whereof he speaks.

The case before the court involved the important question of the liability of the railway company for loss by fire sustained by a property owner who had entered into a contract for the construction of a spur track under the terms of which the railway company was not to be responsible for fires. The court, by the way, upheld the contract as being in now way violative of public policy.

Recovery Under Released Rates

The somewhat difficult question of the amount of recovery permissible when property lost by a carrier is moving under tariffs providing for released rates was involved in the question of Lindenburg vs. American Railway Express Company, 106 S. E. 884. In that case the West Virginia Supreme Court of Appeals required the carrier to pay the full value, although a tariff of the company provided for released rates, and the shipper paid the lower rate.

The difficulty, however, was that the shipper had never declared in writing any released value, nor was there any notation on the bill of lading showing that the shipment was one moving under released rates. In other words, the court ruled the case entirely upon the provisions of the bill of lading, ignoring the tariffs entirely. It justified this decision by the language of the Second Cummins Amendment, which provided for full recovery unless there was a value declared in writing by the shipper or agreed upon as the actual value.

The case emphasizes the importance of having all railway agents make sure that where goods move under released rates there is a written declaration of value shown on the bill of lading.

A Problem from Federal Control

If a suit is brought in a state court, after the end of federal control, against the agent of the president, designated under section 206 (A) of the Transportation Act, upon a cause of action that arose during federal control, can the case be removed to the federal court independent of the question of diverse citizenship?

If the suit was brought before the end of federal control, the Federal Control Act applied, by the terms of which it is provided:

> "In any action at law, or suit in equity, against the carrier, no defense shall be made thereto upon the ground that the carrier is an instrumentality or agency of the federal government; nor shall any such carrier be entitled to have transferred to a federal court any action heretofore or hereafter instituted by or against it, which action was not so transferable prior to the federal control of such carrier."

Under this provision, very generally, suits which were not removable prior to federal control were considered not removable thereafter. But with the end of federal control, the Federal Control Act ceased to operate. Thereafter, the Transportation Act, 1920, governed the matter. If this act had been silent on the subject, no suit whatever could have been brought against either the railway company or the government. The act does, however, in section 206 (A), give permission for suits to be brought against the agent of the president. There is nothing in the new law prohibiting removals to the federal court or limiting the character of defense. It does permit suits to be brought in a state court, but says nothing as to removing them therefrom.

In this state of the law, Judge Bourquin of Montana has held (Stark vs. Payne, Director General, 271 Fed. 477) that any case brought since the end of federal control can be removed to the federal court as being a suit against the United States, and therefore arising exclusively under federal law.

HELD 47TH ANNUAL PICNIC

The forty-seventh annual picnic of the Water Valley, Miss., employes, held at Torrance, Miss., on June 9, was a complete success, in spite of a shower that came up in the afternoon, according to W. J. King, chairman of the picnic committee, who asks the magazine to express the thanks of the employes to the Illinois Central band, an orchestra from Memphis that assisted at the dancing, Superintendent Caulfield, Master Mechanic Mauldin, General Foreman Chapman, Chief Dispatcher Houston, Traveling Engineer Sieber and Sell Jones, on whose grounds the picnic was held.

Evidence of Perjury in Big Suit Against Illinois Central

Previous Verdict for $35,000 Set Aside in Tossine Personal Injury Case at St. Paul, Minn.

AFFIDAVITS showing that perjury had been committed in a case against the Illinois Central and the director general of railroads in which a $35,000 verdict had been obtained were introduced in the district court of Ramsey County (St. Paul), Minnesota, June 25. Based upon a decision of the United States Supreme Court, Judge J. C. Michael dismissed the verdict as against the Illinois Central and on July 1 granted a new trial in the case involving the government.

In granting the motion for a new trial, Judge Michael announced that his decision was based upon these grounds:

a. Because the verdict of the jury is not justified by the evidence.

b. Because of misconduct of the plaintiff in knowingly adducing perjured testimony of the witnesses Oliver and Baclet as to the manner of the happening of the accident resulting in plaintiff's injuries.

c. Because of newly discovered evidence as set forth in the affidavits submitted by the defendants in support of this motion.

Picked a Better Site for the Case

The case was that of John Tossine, a Bulgarian coal miner employed by the United States Fuel Company at Benton, Ill. Tossine was injured February 15, 1919, when he fell beneath a miners' train operated by the Illinois Central between Benton and Middle Fork Mine, where he was employed, two and one-half miles east of Benton. He made application to the industrial board and was awarded $2,600 for the loss of his right arm, which was amputated at the shoulder. The decision was appealed by the United States Fuel Company, and Circuit Judge Torrison at Chicago held that Tossine was not injured in the course of his employment, but while a passenger for hire upon an Illinois Central train.

Suit was instituted shortly after against the Illinois Central and the director general in Franklin County, Illinois, for $50,000. Tossine employed as his attorney John H. Kay of Chicago, formerly of the firm of Barton & Kay of St. Paul. Preparations were made for trial of the case, whereupon Kay dismissed the suit in Illinois and Tossine left the state, taking up his residence in St. Paul, where another suit for $50,000 was instituted against the Illinois Central and the director general by Barton & Kinkead as attorneys. This is the firm of which Kay formerly was a member. It was claimed that the Illinois Central had failed to provide Tossine with proper acommodations in going to and from his work, and that, as a result of a violent jerk of the train, he was thrown from the crowded platform. In addition to the loss of his right arm at the shoulder, it was claimed that he had suffered a scalp wound, that his face had been scarred and bruised and that his left ribs had been bruised and possibly fractured. These injuries, it was claimed, resulted in a partial impairment of his vision.

In the trial of the case in the district court at St. Paul in April, 1921, witnesses were produced who were upon the train and saw the accident. It was the testimony of two witnesses that on two evenings preceding the injury Tossine had attempted to alight from the train while it was in motion and had barely escaped being injured. The place where he attempted to alight was nearer his home than the station. A number of witnesses also testified that the coaches were not crowded on the afternoon of the accident, in fact, that Tossine had been seated in one of the coaches and left his seat to alight from the moving train at the point nearer his home.

Swore Company Was at Fault

Depositions which had been secured by Attorney Kay from Charles Baclet, Jacob

Oliver and Theodore Zanotto, three laborers of Benton, Ill., were introduced at the trial. Both Baclet and Oliver swore they were standing on the platform of the Illinois Central station in Benton and that they saw Tossine standing on the crowded platform, when the jolt of the train threw him between the cars. It was upon this testimony largely that the verdict of $35,000 was brought in by the jury.

The testimony given by Tossine's witnesses was so at variance with that given by other witnesses of the accident that the Illinois Central and the government made an investigation. A secret service agent was sent to Benton to form the acquaintance of Baclet and Oliver, and shortly thereafter, he represented to Oliver that he had been injured in an accident at DuQuoin, Ill., when a train backed down upon him without warning, breaking his legs and causing him permanent injury. He suggested to Oliver that he could win his "case," which he said was then pending, if he had a good witness, and offered to split the award if Oliver would testify in his behalf.

Oliver went with the secret agent to DuQuoin and agreed upon the testimony which he should give, returning to Benton and making a deposition before a notary public. When Oliver had given his deposition, holding to his story through the examination and cross-examination, he was confronted with the fact that there had been no injury and that his testimony was false. In the presence of several prominent residents of Benton, some days later, he made a written confession, admitting that his testimony in the Tossine case was false. Baclet was then sent for and he made a similar confession.

Confession Explained Frame-up

Oliver stated in his affidavit of confession that he had received a letter from Kay requesting him to be present at a conference at the Hudson Hotel in Benton. He complied with the letter, he said, and met Kay, Tossine and Baclet. He declared that he told Kay at the time that he had not been a witness to the accident and did not know how it had happened. He said that Kay read to him and to Baclet a written statement as to what they should testify to in the Tossine case, and that the testimony they gave in their depositions was substantially in accordance with that outlined by Kay.

A few days later, he said, he again met Kay at the hotel in Benton, and they rode to the station, where he pointed out to the attorney a miners' car similar to that used in the miners' train, which Kay photographed, and the attorney pointed out to him the loading platform at the station and directed him to testify that he was leaning against this platform at the time Tossine was injured.

That morning, according to Oliver's affidavit, the four men met again, together with four others who also were to testify. They sat in the lobby of the hotel for half an hour, Oliver said, while Kay talked to them in low tones. They then left the hotel and went to the attorney's office, where they gave their depositions. Oliver said that while they were waiting for the elevator in the office building Kay told them:

"Now, don't you boys forget to swear just the way I told you this thing happened."

Got a Check from the Lawyer

Oliver said that shortly after that time he received a check from Kay for $20.

Baclet made a similar statement in his affidavit.

An affidavit was obtained from Albert Davini, a restaurant keeper at Benton, who swore that Zanotto, the third material witness in Tossine's behalf, was not standing near his restaurant at the time of the accident, as Zanotto had claimed he was.

Two weeks after Baclet and Oliver had given their affidavits admitting that their testimony in the Tossine case was false, they were interviewed by a representative of the United States Department of Justice, both again admitting that they had given false testimony.

After Tossine's attorneys had been informed of the serious nature of the affidavits which Oliver and Baclet had given, the two men disappeared from Benton and were next heard from in St. Paul. When the case was brought before Judge Michael June 25, counter affidavits were produced from Oliver and

Baclet, in which they confirmed their original stories as set forth in the depositions used in the Tossine case and contended that they were frightened into making the statements admitting perjury. In his counter affidavit, however, Oliver made no effort to explain his action in giving testimony in the faked case. The affidavits of business men and the Department of Justice representative covering admissions that they swore falsely in the Tossine case stood uncontradicted.

The disclosures that the verdict had been obtained on perjured testimony aroused the newspapers of St. Paul, and they gave considerable prominence in their news columns to the developments of the case.

The following is an editorial from the St. Paul *Pioneer Press* of June 30:

OUR "FOREIGN" LAW SUITS

St. Paul has no ambition to deserve the reputation industriously spread for sinister purposes, that "heavy verdicts are easy in personal injury cases," and its taxpayers object strenuously to paying the costs of the trials of suits to recover damages for injuries incurred in distant states and in which they have neither interest nor concern.

Under a tortured construction of the Constitution and through the solicitation of a corps of agents scattered throughout the Middle West these personal injury damage suits against railroads are brought into our courts for trial. The accidents from which these injuries resulted may have ocurred in Illinois or in Mississippi—usually the farther away the better for the disreputable purpose—yet the damage suits are instituted in St. Paul at the expense of the time of our courts and the cost laid upon our taxpayers. It is pestiferous situation from which there is no escape save in the way of public opinion in protest.

A pending motion for a new trial in the district court of a suit in which a verdict of $35,000 was recorded, revives interest in the subject and calls for a renewal of the expression of public opinion in opposition to the system. The allegations of conspiracy and subornation of perjury in the case are important as far as the motion is concerned, but do not affect the general question. Whether the suits are clean and honest or whether they seethe with crookedness they ought to be kept out of the courts of Minnesota and tried in the communities where the injuries were incurred and where opportunity is equal for obtaining evidence. Ambulance chasing and the solicitation of personal injury cases are evils of themselves, but they are not in consideration now. We are dealing solely with the importation into Minnesota state courts of these outside cases, which is an annoying and expensive proposition without regard to the merits of the cases of the methods, good, bad or indifferent, of the lawyers associated with them.

Several years ago, when this importing practice was at its height, this newspaper directed public attention to it as involving an unwarranted reflection upon Minnesota and an exasperating expense to its taxpayers. Remedial legislation was undertaken as the result, but a construction of the Constitution barred the way to closing the doors of our courts. Federal administration of the railroads intervened shortly after this effort and foreign personal injury cases disappeared for the time being, but with the restoration of the railway properties to their owners the censurable practice has reappeared and we are threatened with the old-time deluge.

We have no brief for either side in a case of this character. But we have the liveliest concern in terminating a practice based upon spreading the reputation of St. Paul for easy verdicts in such cases and which is an unwarranted drain on the time of our courts and the pocketbooks of our taxpayers. If a lax public opinion is to blame, we ought to be ashamed of it; and if we are at fault in any way in permitting it to go out and be exploited that it is easy to win damage suits in our courts, we ought to be ashamed of that also.

The case was handled for both the railroad and the government by C. C. LeForgee of Decatur, attorney for the Illinois Central, assisted by Butler, Mitchell & Doherty of St. Paul, also of the Illinois Central law department. The investigation was supervised for both the railroad and the government by P. M. Gatch of Chicago, assistant general claim agent.

The Wrigley Building, Chicago

Traffic Department

The Coal Situation

By B. J. ROWE,
Coal Traffic Manager

ONE is frequently asked whether coal is going to be plentiful this fall and whether it will be cheaper.

The answer to the first question is that it will not be plentiful unless consumers start buying right now and keep it up. No one seriously denies the advisability of early buying. The trouble is that Mr. Average Citizen wants the other fellow to do it. While consumers all over the country are debating the question, bituminous production drags along at a weekly average that cannot but be alarming.

The cumulative output of the country as a whole during the first 126 working days of the past five years has been as follows, in net tons:

Years of Activity	
1917	220,432,000
1918	225,058,000
1920	207,749,000
Years of Depression	
1919	171,885,000
1921	160,513,000

This spells but one thing—coal shortage for this fall. A decrease in production of more than 11,000,000 tons under 1919 makes for a repetition of 1919 conditions (minus the strike).

Three major arguments are advanced for deferred buying. These are the propaganda for a general reduction in freight rates, the hope that mine wages will go down, and general industrial conditions.

Until such time as the railroads of the country are earning the return provided for by the Transportation Act (and this cannot be until operating costs have been reduced), no general reduction in transportation charges can be expected.

Is coal going to be cheaper? All signs point to the contrary. The price at the mine mouth has steadily advanced about 20 cents per month since early spring. So with the approach of the buying season there is no reason to expect a decline in price. The wage agreement with the miners does not expire until March 31, 1922, and with no modification of these wage agreements in sight, or even remotely considered, it does not require any strain of the imagination to reach the conclusion there can be no great reduction in production costs.

There is no general reduction of transportation charges on coal under consideration at this time by the railroads, although readjustments and restoration of previous relationship are being considered at all times. Suppose some reduction in coal rates should be made? It would not be enough to offset the advancing cost of the coal at the mine, and it could not be made in time to take care of the fall movement.

It took the railroads six months to get their rate schedules in shape to increase the rates last year, and while it would not take quite so long to prepare them for reductions, it would take months, or weeks at best. So it can be seen there is nothing to gain and much to lose by holding off buying in the hope that either the price of the coal or the transportation cost will come down this year.

Railroad facilities are adequate to handle only the necessary annual bituminous output if transported with fair uniformity throughout the year. If the demand is concentrated during a few fall and winter months, there will not be transportation enough to go around, and coal prices will go soaring, as we all know from past experience. *Buy now and save money.*

BRING ON YOUR LOGS

There seems to be some question about the "banner carload" of logs pictured on page 21 of the April issue of this magazine. The twelve logs loaded at Erot's Spur, Miss., totaled 11,282 feet. According to C. R. Young, superintendent of the Tennessee Division, twenty-six logs loaded on August 26, 1920, car G. R. & I. 897, at Harris, Tenn., totaled 12,451 feet.

Senate Committee's Hearing on Railroads Enlightens the Public

Managements' Side of Presentation Ended With an Explanation of Handicaps Since the War

IN the *Illinois Central Magazine* for June there appeared on pages 74 to 78, inclusive, a summary of the testimony which had been presented during May in the hearing which the interstate commerce committee of the United States Senate is conducting at Washington into the railway situation. At that time eight railway officers had testified.

The hearing has continued through June. The railroads completed the presentation of their case on June 17, and S. Davies Warfield, president of the National Association of Owners of Railroad Securities, took the stand June 17 to explain the so-called Warfield plan of co-ordinating the roads. He was followed by Forney Johnston, Edwin Ludlow, John F. Wallace, L. B. Stillwell and W. A. Colston, also interested in his plan. On July 1 the committee took an adjournment until the middle or latter part of August.

Four More Executives Heard

The railway executives who appeared in June before the committee to testify on behalf of the railroads included: John G. Walber, secretary of the bureau of information of the Eastern lines; E. T. Whiter, chairman of the conference committee of managers, Association of Railway Executives; L. E. Wettling, manager of the bureau of statistics of the Western lines, and W. H. Williams, chairman of the board, Wabash Railway Company.

Mr. Walber in his testimony described the inequalities in the treatment of railway employes as a result of the application of the wage standardization policy of the Railroad Administration to the diversified conditions of employment.

The uniform application, Mr. Walber said, of the 8-hour day to all of these different classes of employes working under different conditions produced very pronounced distortions in the monthly earnings of these different classes of employes themselves and also in comparison with other classes of employes.

Mr. Walber told the committee that great disparities also resulted from the application of minimum rates to large numbers of employes who had previously received different rates in accordance with different conditions and also from the methods used in converting former monthly rates to new hourly rates.

Took Up "National Agreements"

Mr. Whiter, who followed Mr. Walber on the stand, denied contentions that the railroads are not penalized under the operation of the "national agreements." While one or two of the rules contained in the "national agreements," or rules similar thereto, may have been in the schedules of the individual railroads, "in no case were all of the rules or any material number of them in effect on one railroad," he said.

Mr. Whiter said that the estimate that the "national agreements" cost the railroads approximately $300,000,000 annually is under- rather than over-estimated. He said that the provision in the "national agreements" requiring the railroads to allow employes one hour extra pay each week for punching the clock regardless of the number of hours actually worked cost the railroads $6,445,658 during the first six months of 1920. He also brought out that the agreements required the railroads to pay for work not performed and to employ from two to six men to do a job that one could have done formerly.

Mr. Wettling's testimony had reference largely to the performance of maintenance work during federal control and after the railroads were restored to their owners.

Chairman Cummins called attention to the

fact that this increase in the cost of maintenance was particularly marked during the six months' guaranty period, and, in reply to this question, the witness explained that it was necessary to make extraordinary expenditures for maintenance immediately after the termination of federal control.

Expenditures for maintenance work in 1919 were subnormal because of restrictions placed by the director general, Mr. Wettling explained.

"Because of urgent necessities the carriers continued their program of restoration of the properties until in October, 1920, when it became apparent that a general business depression was imminent and that the full net revenues anticipated as a result of the advances granted were not being realized. Most of the roads had little hope of further advances from the Railroad Administration and, because of the refusal of the Secretary of the Treasury to honor certificates of partial payment of the guaranty period, the carriers found themselves short of funds and were thus manifestly unable to continue the necessary maintenance expenditures, and expenditures since November, 1920, have suffered a substantial reduction below the necessary requirements by many roads."

Work Increased in 1920

Mr. Wettling said the railroads performed more maintenance work during the past year than in either 1918 or 1919, when they were under federal control.

Reports from 93 per cent of the Class I railroads, representing approximately 218,000 miles, show that in 1920 they laid 2,262,033 tons of new and second-hand rails, the total cost of which was $82,219,999, compared with 2,027,159 tons costing $69,961,049 in 1919 and 1,615,963 tons costing $50,836,964 in 1918. During the test period the yearly average was 2,041,676, while the total cost was $54,166,631.

Figures on the ties placed during those years follow:

	Average per annum Test Period
Switch ties (feet)	172,689,571
Bridge ties (feet)	55,625,964
Other ties (number)	83,885,109
Total cost	$58,135,355

Taking up the question of ballast, Mr. Wettling said those roads in 1920 applied 19,118,553 yards at a cost of $12,045,000, or an average cost of 63 cents per yard. In 1919 those roads applied 17,518,791 yards at a cost of $9,481,545, or an average cost of 54 cents, while in 1918 they applied only 14,796,252 at a total cost of $6,472,151, or an average cost of $43\frac{7}{10}$ cents per yard.

Of the total cost of maintenance of way and structures, $577,688,000, or 60.09 per cent, was paid to labor. Cost of material was 29.67 per cent. During the test period $209,906,000, or 54.71 per cent went to labor; $401,331,000, or 65 per cent, in 1918, and $439,140,000, or 60.35 per cent, in 1919.

Public Misled, Senator Says

In connection with a table comparing operating accounts from 1912 to 1920, Senator Cummins said that the public is being misled by the repeated publication of figures showing the net operating income earned in 1918 and 1919 during the period of federal control, because people are led to believe that the government's loss from the operation of the railroads was only the difference between the amount actually earned and the guaranty to the railroads. If the government had properly maintained the properties, he said, the net operating income would have been smaller and the loss to the government would have appeared larger, and he estimated that the government's loss after allowing for undermaintenance claims would be at least $1,500,000,000 instead of $700,000,000, $800,000,000 or $900,000,000.

"The public will never comprehend what government control cost," he said, "until we have to make an appropriation to pay the final bill."

Mr. Wettling described to the committee how increases in railway earnings resulting both from increased traffic and from increases in rates have been more than absorbed by increases in operating expenses, chiefly by increased payroll costs, which in 1920 practically wiped out the net operating income.

From 1912 to 1920, he said, the increase in

1918	1919	1920
160,024,789	176,079,389	170,345,383
45,400,555	49,644,851	41,533,926
69,327,243	73,398,922	77,015,580
$62,886,865	$84,156,035	$107,772,885

total operating revenues was $3,366,000,000, or 120 per cent, while the increase in operating expenses was $3,809,000,000, or 194 per cent, and the increase in compensation of employes was $2,489,000,000, or 205 per cent. The payroll was 43.13 per cent of the revenues in 1912 and 59.92 per cent in 1920. The average compensation per employe during this period increased from $736.68 to $1,820.05, or 147 per cent, and during the latter part of 1920 the average wage was at the rate of $1,904 per year.

From 1916 to 1920, acocrding to the witness, the revenues increased $2,575,000,000, or 70 per cent, but operating expenses increased $3,411,000,000, or 145 per cent, and the payroll increased $2,230,000,000, or 152 per cent. In 1916 the payroll was 40.83 per cent of the revenues and 62.3 per cent of the expenses.

From 1916 to 1917 the revenues increased $418,000,000, or 11 per cent, resulting in part from increased traffic and in part from an increase in rates; but expenses increased $472,000,000, or 20 per cent, and the payroll increased $271,000,000, or 18.6 per cent, largely as the result of the passage of the Adamson law in 1916.

Expenses Increased 100 Per Cent

From 1917 to 1920, comparing the years before and after the period of federal control, the increase in revenues was $2,157,000,000, or 53 per cent. The increase in expenses, however, was $2,839,000,000, or 100 per cent, or $682,000,000 more than the increase in earnings. The increase in the payroll was $1,959,000,000, or 113 per cent. In 1917 the payroll was 43.33 per cent of earnings and 61.43 per cent of the expenses. In 1920 it was 59.92 per cent of the earnings and 64.11 per cent of the expenses. The net operating income fell from $934,000,000 in 1917 to $62,000,000 in 1920. Besides the increase in ex-

Things to Talk About

A remarkable record for passenger train performance was made by the Illinois Central System in May. A total of 13,567 passenger trains were operated, with 13,461, or 99.2 per cent, maintaining schedule time.

The division standing fifth on the list made a record of 100 per cent, and it stood fifth only because four other divisions also established records of 100 per cent and, having run more trains, were entitled to a higher rating. The division standing eleventh on the list had a record of 99 per cent, and the division standing in sixteenth position had a record of 98.4, while the division at the bottom of the list had a record of 97.7.

This brilliant record of passenger train performance for May eclipses any former record of the Illinois Central System and perhaps has never been excelled by any railroad handling as many passenger trains as were handled by the Illinois Central System during May.

The record, by divisions, follows:

Rank	Division	No. Trains Operated	No. Maintaining Schedule	Percentage Maintaining Schedule
1	Memphis	1,178	1,178	100
2	Memphis Terminal	930	930	100
3	New Orleans Terminal	744	744	100
4	Iowa	688	688	100
5	Indiana	414	414	100
6	Vicksburg	558	557	99.8
7	Chicago Terminal	1,292	1,289	99.7
8	New Orleans	548	545	99.4
9	Wisconsin	684	679	99.2
10	Mississippi	620	614	99.0
11	Springfield	808	800	99.0
12	Kentucky	848	839	98.9
13	Minnesota	632	623	98.5
14	Tennessee	806	794	98.5
15	Louisiana	589	580	98.4
16	Illinois	1,298	1,278	98.4
17	St. Louis	930	909	97.7
	SYSTEM	13,567	13,461	99.2

penses there was an increase of $65,000,000 in taxes and there were also some increases in equipment and joint facility rentals.

The testimony offered by Mr. Williams dealt with maintenance work and freight rates. Mr. Williams told the committee that the increase in freight rates had been so small that it cannot be said to account for any appreciable amount of the charges in livestock and grain prices. The wholesale price in Chicago of cattle in 1920 was $14.50 per hundred pounds and so far this year aproximately $8.60, Mr. Williams said, while to ship cattle from Sioux City, Iowa, it costs only 44 cents per hundred pounds. The wholesale price of hogs, he said, was around $14.85 in 1920 and $9.25 this year, while the freight rate from Des Moines, Iowa, to Chicago is only 40 cents a hundred.

Freight Rate a Small Item

Last year, according to the witness, the wholesale price of corn in Chicago was $1.41 a bushel; it is 64 cents this year, while to ship a bushel from Decatur, Ill., to that city costs only 7⅞ cents. To ship a bushel of wheat from St. Cloud, Minn., to Chicago, Mr. Williams said, the cost is 15⅜ cents; in 1920 the wholesale price in Chicago was $2.80, and this year $1.47.

Mr. Williams submitted the following suggestions as a possible means of providing some relief for the railroads:

State commissions have required the re-establishment of unremunerative passenger service, erection of new passenger stations, and other expenditures which ought to be deferred. The Interstate Commerce Commission, which has authority to regulate the receipts of the carriers, should be the sole agency authorized to require additional service or expenditures for plant facilities.

Freight rates for carlot shipments should be based upon the cars' being loaded to their weight capacity or cubical content capacity. This would make it unnecessary to buy freight cars other than for replacements during the next five years; it would minimize the possibility of car shortage, and would materially add to the revenue tons per train and thereby lessen the cost of operation.

Would Save Cars for Coal

Governmental work—particularly road work—should be done at such times and by such methods as to interfere as little as possible with private enterprise. Materials for such work ought not to be moved by rail when open top cars are needed for the coal trade.

The existing rules with relation to seniority rights when men are promoted or forces are curtailed should be modified so as not to apply when those by whom they are claimed are seriously inferior in qualifications.

"During the past three years," the witness explained, "the railroads have found it necessary to employ men not the most competent or qualified to perform the work for which they were taken into the service. Many of these men are not capable of assuming increased responsibility and should not be retained in their present positions."

A SLIP IN FIGURES

Owing to the fact that the figures and the dates got juggled in making up the June issue of this magazine, the "Things to Talk About" on page 27 failed to make good sense. The figures were exactly reversed from what they should have been. The table showing the percentage of each revenue dollar paid out for expenses and taxes, but not including fixed charges, should have read as follows:

1916	65.55
1917	70.57
1918	81.54
1919	85.25
1920	93.59

which shows that expenses have encroached on earnings so closely that a considerable reduction in expenses has become necessary.

ON SUPPLY ORGANIZATION

Wm. Davidson, general storekeeper of the Illinois Central, is the author of an article on "Results Obtained From Proper Organization," which appears in the June issue of *Railway Purchases and Stores*, a magazine published in Chicago and devoted to the subject which its title indicates. Mr. Davidson points out how much like a smoothly operating machine is a properly formed organization and goes on to explain certain points that he has found of value in his work with the Illinois Central. Mr. Davidson's picture accompanies the article.

Proper Care of Materials

By G. D. TOMBS,
Assistant Division Storekeeper,
Vicksburg, Miss.

THROUGH the medium of the *Illinois Central Magazine* and the *Railway Purchases and Stores Magazine*, we have been taught many lessons in caring for and reclaiming second-hand material that are without a doubt invaluable to the company. Too much has not been said in this regard. In fact, reclamation is one of the most important enterprises engaged in by the various railroads of this country. We must not, however, be over-zealous in this regard to the extent that we overlook the proper care of new material.

On the line of some railroads, at toolhouses, strong bins have been constructed for handling scrap, as well as handy boxes with handles for use in picking up scrap to be stored in these bins, so that at the first opportunity it may be forwarded to the storehouse and sold when a sufficient amount has accumulated. Some persons handling new material, however, do not always use the best judgment in storing it. On the road it is frequently noticed that track bolts, spikes, nails, nutlocks, etc., are stored underneath toolhouses, on the ground and exposed to the weather, or perhaps left at the rear of the toolhouses with no protection whatever.

There has been a continual campaign to instruct all concerned regarding the value of new material and the importance of caring for it. In some cases, in shops, the men are often careless with nails, screws, nuts and carriage bolts by allowing them to lie on the ground and rust, instead of picking them up after the job has been finished and taking them to some central point where they can be re-issued.

Another important item is in lumber used to cooper cars and make scaffolds. New lumber should never be used when serviceable second-hand lumber is available. Of course, where such new material is used, it usually reaches the reclaiming plant, and the better part of it is eventually used again, but no credit is due reclamation for this saving. New material should always be handled in such a manner as not to allow it to reach the scrap dock. The first cost is the highest—therefore we should not allow new material to reach the reclaiming docks and flatter ourselves by claiming a large amount of money saved by the reclamation plant.

The appearance of new material on the scrap dock is always evidence of carelessness or inefficient work. It behooves all of us at this time, when prices of materials and labor are high, to do everything possible to conserve our new material, preventing waste wherever possible. Wherever material can be saved, a corresponding amount of the allotment for labor is made available, and the man who is saving material is largely paying his own salary.

Things We Should or Should Not Do

Let's keep our passenger trains on time; you can help.

Assist in keeping down personal injuries. Take care of yourself; if you don't, who will?

Call trains so that customers will understand what you say; they don't know the railroad as you do.

Why not clean out the dirty corners and cupboards? It lessens fire risk.

Be interested in leaving your work in good shape when you take your vacation; you should have the same interest in this respect as in planning for your vacation.

Do not lay lighted cigars or cigarettes on window-sills of cars. They burn the varnish. It may not cost you anything, but it is expensive to the company.

When business opens up, everyone should be in first-class condition to handle it. You know at this time how you are in this respect.

Do not ask for transportation the same day it is needed. Anticipate your wants. At this time of the season, requests for transportation are heavy and require considerable work to handle as promptly as you think they should be handled.

Do not put your head or arms out of the windows. Windows are to look out of—not to place half your body out of.

Why not turn off your fans when leaving the office at night? It costs money to allow a fan to run twenty-four hours a day.

Be careful to see that all trucks and baggage are taken off the platforms and set up next to the buildings at night. Why let passengers stumble over these, causing an injury and possibly a law suit?

You should be interested in properly ventilating your office and shops. Good air is necessary.

Let everyone assist in having every coal car available when the coal traffic begins to move.

Do not forget to keep the grass and weeds from around buildings. When grass and weeds dry, a fire is liable to occur.

Wait until the train stops before you get off.

Save all you can of labor and material. This will assist in allowing you to employ more men.

Use your head. It counts in many ways.

A Week-Day Meeting at Waterloo

A Wednesday noon meeting in the Illinois Central machine shop at Waterloo, Iowa, under the auspices of the Railroad Y. M. C. A. there, whose renaissance was described in the June issue of this magazine. The speaker is Dr. J. R. Macartney, pastor of the First Presbyterian Church of Waterloo. His subject at this meeting was "The Most Popular Sin in the World." This, he decided, was ingratitude.

Engineer Explains How He Manages to Let the Livestock Live

James H. Evans, Running on Unfenced Track, Has a Record for Preventing Deaths of Animals

THE striking of livestock by locomotives on the waylands has long been one of the problems of the railroad. Officers and employes alike are anxious to eliminate this economic waste.

The striking of stock by locomtives has, of course, been more extensive on unfenced track, but it has been learned that it can be prevented even on unfenced track. An example is the case of Engineer James H. Evans, who for years has been running on unfenced track between Baton Rouge and Covington, La. There is a great deal of livestock in this territory, and how Engineer Evans has been able to establish such a good record for not striking stock has been the subject of a good deal of interest.

Mr. Evans was born at Jackson, Miss., February 7, 1854, and has been a locomotive engineer for this company for thirty-eight years. He was asked to explain how he was able to make such a good record in the prevention of the striking of stock on the unfenced track on which he runs. His own story follows:

James H. Evans

Studies Actions of Stock

"I really do not know just how to proceed to tell you how I have prevented striking stock, and I don't remember just when I struck a head of stock, but I do know that it has been a long time. With my long years of service as an engineer, I have grown into the habit of studying the peculiarities and actions of the various kinds of stock. An engineer pursuing this method is able to tell in almost every case just what each head will do when they are seen upon the right-of-way, and, basing his actions on his conclusion, he is able either to proceed or to stop and in this manner succeed in avoiding any damage.

"There are cases, however, where the striking of stock is absolutely unavoidable, and I would not presume to say that my efficiency along this line is entirely responsible for my success. The grades and curves and embankments have more or less bearing on an engineer's ability to prevent striking stock, and while it is true that for some time past I have been operating through partially unfenced territory the ground is for the most part level and the view is practically unobstructed.

"On the New Orleans division I have observed in recent months a growing spirit of co-operation among supervisors and bridge gang foremen and laborers. We have also succeeded in enlisting the co-operation of stock owners along our territory, and they assist us materially in many ways.

Cards Notify Section Gangs

"By the system recently inaugurated on the New Orleans division, each engine is equipped with a supply of red cards marked

'STOCK,' and the engineer throws one of these cards to the first bridge or section gang he reaches after having observed stock on the right-of-way. This enables the foreman to send men to drive them off the right-of-way, and I say without hesitancy that this method is enabling us to prevent striking a large number of head of stock. It is surprising to note the interest manifested not only by the classes of employes above mentioned but by all employes in general with a view of decreasing the number of stock struck, and I feel that the pursuance of present methods in keeping this matter on the minds of the other employes, with their real spirit of co-operation, will enable us not only to maintain our present showing but to improve it from month to month.

"I am sure there is no engineer or other employe on this division who would not do everything within his power to avoid damage of this kind which we realize costs money and does no good to any one. You may expect my continued co-operation."

A Decrease Since 1920

For the five months ending May 31, 1921, 1,870 head of live-stock were killed or injured on the Illinois Central System, compared with 2,725 head for the same period in 1920, a decrease of 855 head, or 31 per cent.

The following record for this period, by divisions, will be found interesting:

Division	Number of Head Killed 1921	1920
Chicago Terminal	0	0
Illinois	14	11
St. Louis	16	29
Springfield	14	46
Indiana	17	35
Wisconsin	27	42
Minnesota	16	38
Iowa	51	112
Kentucky	132	305
Tennessee	93	207
Mississippi	257	365
Louisiana	241	296
New Orleans Terminal	23	13
C. M. & G.	26	47
Memphis Terminal	15	9
Memphis	316	458
Vicksburg	183	221
New Orleans	429	491
	1,870	2,725

Billion Dollar Industry Flourishes Along Our Right-of-Way

Mississippi, in Particular, Shows Good Record in Number of Cows and Production of Butter

By H. J. SCHWIETERT,
General Development Agent

THE lowly dairy cow has forged her way ahead in the industrial world amid all sorts of adversities until she has become a vital factor in our economic and commercial life.

According to figures furnished by the United States Department of Agriculture, the value of milk produced in 1919 by the dairy cows of the United States was $2,578,600,000, which was $354,392,000 greater than the value of our entire wheat crop for the same year. Only one other farm crop had a greater money value than milk, and that was corn. Milk had a greater money value than cotton by $411,457,000. With these comparisons one gets an idea of the importance of dairying from a monetary standpoint.

There were produced in 1919, in round numbers, 90,000,000,000 pounds of milk. Of this amount 45,430,000,000 pounds were used in the manufacture of various products, some of the more important being as follows:

18,000,000,000 pounds manufactured into creamery butter;

14,000,000,000 pounds manufactured into dairy butter;

4,000,000,000 pounds manufactured into cheese;

5,000,000,000 pounds manufactured into condensed milk;

3,500,000,000 pounds manufactured into ice cream.

According to figures sent out by the U. S. Department of Agriculture there was a decrease in the production of milk for 1920 as compared with 1919 of 400,000,000 pounds, and a decrease in the number of dairy cows of 298,000.

While there was a decrease in milk production in the United States as a whole, Mississippi showed a remarkable increase in the territory traversed by the Illinois Central Railroad, and especially in the following counties, where the Development Bureau has conducted dairy campaigns and lectured to thousands of farmers, urging more and better dairy cows and also more economic production:

Adams, Alcorn, Attala, Benton, Clay, Copiah, Hinds, Holmes, Jefferson, Lafayette, Madison, Marshall, Montgomery, Panola, Tallahatchie, Tate, Yalobusha.

Instead of a decrease in the number of dairy cows in Mississippi, there was an increase of 22,000 head in 1920 over 1919.

Creameries Show Big Increase

Reports just received from the managers of some of the creameries located on the Illinois Central show a tremendous growth in the production of butter for the first five months of 1921 as compared with the first five months of 1920.

BUTTER PRODUCED JANUARY 1 TO MAY 31:

	1920		1921		Increase
Lexington	15,733.75	lbs.	38,216.5	lbs.	143%
Water Valley	18,612.375	lbs.	61,614.625	lbs.	231%
Aberdeen	106,812.	lbs.	233,766.	lbs.	118.8%
Kosciusko	53,037.5	lbs.	106,130.	lbs.	100%
Jackson	61,755.	lbs.	101,943.	lbs.	65%
Winona	38,598.75	lbs.	56,138.5	lbs.	45.4%
Brookhaven	97,156.	lbs.	125,218.	lbs.	28%
West	46,854.	lbs.	56,177.	lbs.	20%

Although we have not yet received a report from the manager of the Canton creamery, we are in receipt of the following from the secretary of the Madison County Chamber of Commerce:

"After eighteen months of struggling in an effort to see the light, the Canton Dairy Products Company, the local creamery, is at this season of the year eclipsing all previous records and its business is growing by leaps and bounds. On Monday, the 27th of June, the creamery churned twice—1,500 pounds aggregate—and one day last week one shipment of cream totaled 55 cans. The quality of butter manufactured results in a big demand all over the South."

The following report showing the increase in number of 5-, 8-, and 10-gallon cans of cream and milk shipped from stations in Mississippi and Louisiana during May, 1921, as compared with May, 1920, may be of interest:

	1920	1921
5-gal. cans	13,214	19,812
8-gal. cans	7,278	12,766
10-gal. cans	11,522	19,100
Total	32,014	51,678

The total increase is 19,664 cans, or 61 3/7 per cent.

We believe the future holds out great opportunities for the dairy farmers in the territory contiguous to our southern lines, and they will become from year to year greater contributors to this billion dollar industry.

Penny Saved Is Penny Earned Here, Too

The possibility of saving in little things as well as big ones has been proved on the Illinois Central and Yazoo & Mississippi Valley by the success of a campaign to hold down purchases of small tools. The campaign started in February, when Vice-President L. W. Baldwin organized all the roadmasters in the system into a Shovel Club, whose purpose was to hold to a minimum the investment in all small tools, except shovels. As a result, the small-tool account for the first four months of 1921 shows a decrease of 40.2 per cent from that of the first four months of 1920. The saving in dollars was $57,457.32, the difference between $142,850.58 and $85,393.26. Below is the summary by divisions:

Division	1921	1920	Increase	Per Cent	Decrease	Per Cent
Chicago Terminal	$ 3,310.28	$ 6,637.34	.....	.....	$ 3,327.06	50.1
Illinois	4,529.72	10,555.37	.....	.....	6,025.65	57.1
St. Louis	6,608.83	11,823.54	.....	.....	5,214.71	44.1
Springfield	3,161.42	5,568.32	.....	.....	2,406.90	43.2
Indiana	2,735.09	5,961.30	.....	.....	3,226.21	54.1
Total Number Lines	$20,345.34	$40,545.87	.....	.....	$20,200.53	49.8
Wisconsin	$ 6,155.68	$10,547.39	.....	.....	$ 4,391.71	41.6
Minnesota	3,612.82	4,818.29	.....	.....	1,205.47	25.6
Iowa	5,354.14	9,707.14	.....	.....	4,353.00	44.6
Total Western Lines	$15,122.64	$25,072.82	.....	.....	$ 9,950.18	39.7
Kentucky	$ 3,754.08	$10,756.41	.....	.....	$ 7,002.33	65.1
Tennessee	4,572.01	9,258.32	.....	.....	4,686.31	50.6
Mississippi	5,029.16	6,707.98	.....	.....	1,678.82	25.0
Louisiana	9,324.30	15,118.39	.....	.....	5,794.09	38.3
New Orleans Terminal	1,634.22	4,215.55	.....	.....	2,581.33	61.2
Total Southern Lines	$24,313.77	$46,056.65	.....	.....	$21,742.88	47.2
Total Illinois Central Railroad	$59,781.75	$111,675.34	.....	.....	$51,893.59	46.5
Memphis Terminal	$ 569.32	$ 4,555.44	.....	.....	$ 3,986.12	87.5
Memphis	12,011.72	14,062.23	.....	.....	2,050.51	14.6
Vicksburg	5,136.30	5,589.83	.....	.....	454.53	8.1
New Orleans	7,895.17	6,967.74	$927.43	13.3	.....	.....
Total Y. & M. V. Railroad	$25,611.51	$31,175.24	$927.43	.....	$ 6,491.16	.....
					927.43	
				Net Decrease	$ 5,563.73	17.8
Total Both Roads	$85,393.26	$142,850.58			$57,457.32	40.2

Farm Where Worms Spin Hosiery Found at Our Southern Terminal

New Orleans Contains One of the Few Silk Establishments in the Country, It Is Said

THE Illinois Central System, being in what is known as the "bread basket of the world," has in its territory farms of many kinds. Most persons know of our grain farms, our stock farms, our dairy farms, our fruit farms, our truck farms and all the other common varieties, but extremely few know that on the Illinois Central we have one of the few silk farms in the United States. More than that, this farm of Dr. Vartan K. Osigian, adjoining the Illinois Central tracks at New Orleans, is "what may properly be called the largest silk farm in the United States," according to a report made by Daniel Waters, United States trade commissioner, to the Bureau of Foreign and Domestic Commerce at Washington, D. C.

Doctor Osigian and His Trees

"The silk-growing industry, which before the Civil War attained some prominence in the southern states, is in the process of being revived," Mr. Waters' report declared. "Should the inhabitants of the southern states take up seriously the process of silk raising, it is believed that the United States should then produce the $200,000,000 worth of silk now imported annually from France, Armenia, China and Japan. The American cocoon is twice the size of the Oriental species, and the silk is of an excellent grade. In fact, before the Civil War, American silk sold for more in the European markets than that of any other country."

Can Produce Colored Silk

But that is far from all. Doctor Osigian has a secret which he guards zealously, and that is the composition of various pigments which he feeds his silk worms, thereby causing them to produce silk of any desired color. This color, it is claimed, is absolutely fast—an achievement that may threaten the dye industry as applied to the treatment of woven silk.

The Osigian Silk Corporation, of which Doctor Osigian is president, has approximately twelve acres in New Orleans, bounded by Tchoupitoulas street, Nashville avenue, State street and Leake avenue. Past this plot of ground run the Illinois Central tracks. On this farm are approximately 80,000 mulberry trees and 100,000 silk worms. The farm has been in operation about two years and a half. The yield in that period has been estimated by Doctor Osigian as 500 pounds, which he ships raw to a silk manufacturer in Patterson, N. J. The raw silk can be manufactured into thread, hose, cloth and silk goods in general.

Doctor Osigian is proud not only of his achievement in turning out colored silk but also of his achievement in producing a food

tree for the worms superior to the ordinary run of mulberry trees. This tree, the result of an experiment in grafting, grows with great rapidity and is extremely prolific in leaves. The leaves are many times the size of mulberry leaves and much more succulent. When a leaf is pulled from the tree, a cluster of leaves springs up from the wound in a few days.

Likes New Orleans Climate

The climate of New Orleans is acclaimed by Doctor Osigian as being well suited for silk-worm cultivation. His super-worm weaves into its cocoon 1,800 yards of silk, while the foreign worms produce only 400 to 1,000 yards. Foreign countries produce but one crop of silk worms each year. The New Orleans farm produces eight. December and January are the only two months of the year in which the worms do not thrive.

Doctor Osigian himself is an unusal character. He is a native of Harpoot, Armenia, where his ancestors for more than seven hundred years were producers of silk. He is a graduate of the Pasteur Institute in France and of the University at Brusa, in Asia Minor. After losing his relatives and possessions through the activities of the Turks, Doctor Osigian found a haven in this country. Eventually he wandered to New Orleans, where he succeeded in winning financial backing for his project.

The discovery of silk, as told by Doctor Osigian, is interesting. Its history dates back to Sie Lang Chi, queen of China centuries before the dawn of the Christian era. While walking in the palace gardens one day she found some cocoons of the silk worm, and conceived the idea of having them unwound so that the beautiful thread could be woven into a fabric. The result was so pleasing and the possibilities for the new industry so great that the ancient Chinese lady invested all her personal wealth in developing it.

Chinese Guarded the Secret

For thousands of years the Chinese carefully guarded the secret of silk manufacture. Visitors to the country were bewildered and completely charmed by the beauty and pleasing effect of the fabric. Curiosity prompted them to try to learn the process of its manufacture, but they were always unsuccessful. Spies were sent into the heart of China for the purpose of stealing the secret, but they consistantly failed to return.

King Lavon of Armenia, about ten centuries ago, sent two ministers into China over the road through Persia. Their mission was to live among the Chinese, preaching,

A General View of the Silk Farm

and at the same time endeavor to learn the secret. It was a dangerous undertaking, for at that time the Chinese could exchange a pound of silk for a pound of gold.

The two Armenians were successful in their hazardous journey. By making hollow walking canes, they succeeded in escaping from the country with seeds of the mulberry tree and eggs of the silk worm. On their arrival in Armenia, they established the industry there, and made it successful. It has now spread to several countries where the climate is favorable for the growth of the mulberry tree.

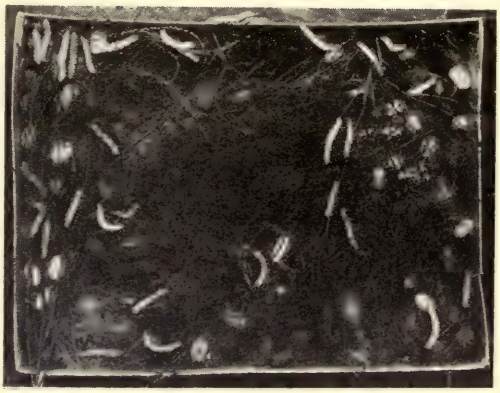
How the Cocoon is Unwound

To obtain the valuable silk thread is an easy task. After the worm has eaten heartily for twenty-five days, it spins its cocoon. The worm is then killed by passing bisulphide of carbon through the walls of its silken house. The cocoons are placed in hot water, and stirred with a brush a short time. When the brush is removed, there are a few ends of the silken strands clinging to it. These ends are fastened to a revolving wheel. The cocoons are left free to bob up and down in the water while the thread is being drawn from them. When the silk has dried, it is ready for the weaver.

The eggs of the moth may be kept in cold storage almost indefinitely, it is said. To hatch them it is only necessary to expose them to the ordinary atmosphere of New Orleans. It requires from three to eight days for the worms to hatch out. And then they begin their twenty-five days of eating.

After the cocoons are spun, the lives of some of the moths are spared for breeding. The female will lay about 800 eggs.

"In 1655," according to a writer in the New Orleans *Times-Picayune*, "Edward Diggs brought some Armenians to Virginia and started the silk industry in America. From that time on to the opening of the Civil War the business was quite profitable, especially in the Southwest. In 1759 the state of Georgia exported silk to the value of $75,000. In 1840 the United States produced $250,000 worth of silk. Queen Caroline in 1735 wore a silken robe produced in Georgia. After the Civil War the silk industry languished, and was never revived because of the lack of people with expert knowledge of the business.



The Silk Worm at Work

Now comes Doctor Osigian, who says Louisiana and the adjacent southern states are the best adapted region for growing silk to be found anywhere in the world."

H. M. SIDLER WEDS

Miss Ebba Marie Johnson and Hobart McKinley Sidler were married Saturday evening, June 18, at 8 o'clock, at the residence of the bride's sister, Mrs. H. L. Fox, 4015 Addison street, Chicago. The Rev. Louis J. Velte officiated. The bride's attendants were Miss Ann Johnson as maid of honor and Miss Florence Helsenfinger as bridesmaid. Philip M. Sidler, brother of the groom was the best man. Mr. Sidler has been in the employ of the Illinois Central at Central Station, Chicago, for ten years, and was admitted to the bar in December, 1920. The gift of the law department was a copper percolator set and salad bowl.

HELD MEMORIAL SERVICE

One of the most successful memorial services in the history of Division 99, B. of L. E., was held at Water Valley, Miss., on Sunday, June 12. It has been a custom to rotate the services annually among the various denominations, and this year the gathering was held in the First Methodist Church. A program of considerable length was given, in which Judge J. G. McGowen delivered the address of welcome and the Rev. L. P. Wasson delivered the memorial address. The list of deceased members contained forty-three names.

Co-operation Needed for Success of Fuel Conservation Campaign

Each Employe Can Find a Way to Help, Trainmaster J. B. Hamilton Points Out; The Committees

By J. B. HAMILTON
Trainmaster, Chicago Terminals

THE thing of first importance in fuel conservation is securing the co-operation of every employe on the railway system whose work in any way concerns the handling of fuel. Our work is so interwoven, one department with another, that this practically means every employe, regardless of position. When we have the whole-hearted, unstinted co-operation of every employe, we shall have taken our first step. The second step is education, but when we have interest and the desire to co-operate, the task of education will be made comparatively easy.

The employes of the Illinois Central System, I believe, have demonstrated time after time their willingness to support any measure which means greater efficiency and economy in operation. Their loyalty to the welfare of the company is beyond dispute. I think we have only to present the message of conservation to them—to preach the gospel of saving fuel—and their response will be forthcoming. It was for this purpose that the fuel conservation organization was outlined, with one general committee and a local committee on each division, for through this organization the need for fuel saving and practical means for accomplishing it can be brought to the attention of every railway worker on the Illinois Central System.

Coal a Big Item of Expense

The United States produced 676,000,000 tons of coal in 1920, and 26 per cent of it was consumed by the railroads. The coal used by the railroads cost $763,158,000. On the locomotives of the Illinois Central System last year 5,000,000 tons of coal were consumed, at a cost of $16,600,000. During the first five months of this year, 1,730,451 tons of coal costing $5,928,948 were consumed on our locomotives.

J. B. Hamilton

These are staggering figures. Fuel is the most important natural resource with which the country is blessed, and it is being wasted, not alone on the railroads (for through conservation campaigns and constant watchfulness practices have been adopted which have curbed much waste) but by all consumers, the householder who burns six or eight tons in one season as well as the industry which consumes thousands of tons a day. However, the railroads consume 26 per cent of all the coal produced, and it is up to us not to parallel the savings which are made in other industries or by other consumers but to do our utmost.

I believe a point too often lost sight of

in pointing out to the average railway employe the need for coal conservation is the benefit which will accrue to him through economical practices. The wages of employes constitute by far the biggest item of operating expense in the conduct of the railroads of the country. Those wages must be paid out of the earnings of the property. There is no other source of railway revenue. Money to meet the payrolls does not fall out of the sky and is not taken from an inexhaustible mine. And, when coal bills on our own railway system mount into the millions of dollars, it must be self-evident that any saving in this great sum will make more money available for meeting the other expenses of operation, in which wages figure so prominently.

In other words, every dollar's worth of coal saved for the system is that much money put into a fund from which it can be drawn to pay good wages and to employ more men. When employes realize that—that it means more money in their pockets—I think they will be given an incentive which will make them enthusiastic conservationists.

Must Apply to Each Employe

One point which should be impressed upon employes early in this conservation effort we are making is that every employe can find a way to help, and that no one else is in as good a position to discover that way as the individual himself. The success we meet depends to a great extent upon the individual initiative of the employe, not in following printed instructions, but in using those instructions for a guide, applying them to himself and figuring out what he can do.

We can accomplish a lot by the elimination of carelessness and indifference, which are great makers of waste. By being careful in our daily work and by taking the cause of fuel conservation to heart, with a firm resolution of "I will," we can win.

Following are the committees which have been named to further the campaign for conservation of fuel:

GENERAL COMMITTEE

J. F. Porterfield, general superintendent of transportation, chairman; J. L. Marley, secretary; R. W. Bell, general superintendent of motive power; A. F. Blaess, engineer, maintenance of way; W. A. Summerhays, purchasing agent; J. F. Dartt, auditor of disbursements, and J. W. Dodge, transportation inspector.

DIVISION COMMITTEES

CHICAGO TERMINAL: A. M. Umshler, terminal superintendent, chairman; A. Bernard, superintendent passenger service, vice-chairman; E. A. Axen, chief clerk to terminal superintendent, secretary; J. E. Carroll, station inspector; J. J. Casey, roundhouse foreman, Burnside; W. B. Davis, traveling engineer; J. J. Desmond, roadmaster; G. L. Dunbar, signal supervisor; A. Frantz, terminal freight agent; J. B. Hamilton, trainmaster; H. J. Iseman, switchman, Fordham; Otto Larson, fireman, Burnside; W. J. Leahy, superintendent freight service; Dan Mallon, engineer, Burnside; M. McLoud, track supervisor; V. U. Powell, master mechanic; R. Rogerson, traveling engineer.

ILLINOIS DIVISION: J. W. Hevron, superintendent, chairman; J. L. Downs, roadmaster, vice-chairman; J. T. Stanford, trainmaster, secretary; V. U. Powell, master mechanic; W. E. Rosenbaum, traveling engineer; E. R. Fitzgerald, road supervisor; H. W. Weatherford, train dispatcher; A. McIntyre, engineer; H. Conn, fireman; C. E. Schoenberg, conductor.

ST. LOUIS DIVISION: W. Atwill, superintendent, chairman; F. E. Hatch, trainmaster, vice-chairman; J. L. Butler, secretary to superintendent, secretary; L. A. Kuhns, master mechanic; J. H. McGuire, traveling engineer; J. W. Kern, roadmaster; T. A. Robertson, road supervisor; Pat Brennan, dispatcher; Lou Wolly, engineer; J. E. Beasley, engineer; Guy Tate, conductor.

SPRINGFIELD DIVISION: C. W. Shaw, superintendent, chairman; W. A. Goolze, trainmaster, vice-chairman; J. Stroat, secretary to superintendent, secretary; H. L. Needham, master mechanic; J. McIntyre, traveling engineer; W. E. Russell, roadmaster; E. Wood, super-

An Example

The Mississippi division is very much interested in fuel conservation. As an example of co-operation by trainmen and enginemen, Engine 844, manned by Engineman L. C. Hirsch and Fireman W. F. Hobson, employed on a work train driving piling, was furnished with tank of 15 tons of coal on the night of June 19. It worked 6 days—59 hours, 50 minutes—without any additional coal. The engine was tied up at an outside point where it was necessary to use some coal in firing up each morning. The total time between coalings was 144 hours. The number of pounds of coal consumed per hour was 208. Engine Watchman F. R. Williamson has also been commended for economical use of coal while lying over at night and firing up engine in morning.

visor; H. S. Macon, train dispatcher; Frank Gallagher, engineer; Jeff Sweezey, fireman; V. E. Daniels, conductor.

INDIANA DIVISION: H. J. Roth, superintendent, chairman; G. H. Danver, traveling engineer, vice-chairman; Florence McShane, secretary to superintendent, secretary; J. A. Bell, master mechanic; G. M. O'Rourke, roadmaster; H. H. Cordier, road supervisor; P. G. Evans, train dispatcher; H. A. Nickerson, engineer; L. Armes, fireman; C. E. Thompson, conductor.

WISCONSIN DIVISION: J. F. Dignan, superintendent, chairman; W. J. Ormsley, master mechanic, vice-chairman; R. Barshinger, secretary; M. P. Flanagan, trainmaster; G. F. Rought, trainmaster; W. G. Geddy, traveling engineer; H. G. Bridenbaugh, traveling engineer; E. J. Boland, roadmaster; J. Pierce, road supervisor; A. C. Taylor, dispatcher; F. Hinton, engineer; T. Joice, fireman; T. R. Keilin, conductor.

MINNESOTA DIVISION: L. E. McCabe, superintendent, chairman; L. E. Strouse, trainmaster, vice-chairman; R. L. Guensler, secretary; H. Rhoads, roadmaster; N. Bell, master mechanic; G. W. Parker, track supervisor; W. L. Ickes, traveling engineer; E. P. Russell, chief train dispatcher; R. C. Walker, conductor; E. L. Birchard, fireman; W. G. Wise, engineer.

IOWA DIVISION: T. H. Sullivan, superintendent, chairman; S. B. Chapman, traveling engineer, vice-chairman; I. J. Bain, secretary; N. C. Mills, trainmaster; N. Bell, master mechanic; E. I. Rogers, roadmaster; H. Huffstutter, track supervisor; J. W. Seip, train dispatcher; A. G. Haines, engineer; J. E. Shouse, fireman; J. S. Pyle, conductor.

KENTUCKY DIVISION: T. E. Hill, superintendent, chairman; J. F. Walker, master mechanic, vice-chairman; A. Pritchard, secretary, secretary; J. B. Thomas, trainmaster; P. H. Ryan, traveling engineer; P. Glynn, roadmaster; A. Wilson, supervisor; J. W. Taylor, train dispatcher; L. D. Smith, engineer; J. W. Tichener, fireman; J. D. Arnult, conductor.

TENNESSEE DIVISION: C. R. Young, superintendent, chairman; L. Grimes, master mechanic, vice-chairman; W. C. Valentine, statistician-secretary, secretary; A. W. Ellington, trainmaster; J. W. Shepherd, traveling engineer; W. H. Cox, road supervisor; R. M. Alford, train dispatcher; C. Schmuck, engineer; W. P. Orr, fireman; E. H. Stockwell, conductor; S. J. Holt, roadmaster.

MISSISSIPPI DIVISION: A. D. Caulfield, superintendent, chairman; N. W. Spangler, trainmaster, vice-chairman; G. W. Hadaway, conductor, secretary; W. H. Petty, trainmaster; S. R. Mauldin, master mechanic; C. E. Sieber, traveling engineer; T. M. Pittman, roadmaster; Geo. H. Peacock, road supervisor; J. M. Colson, train dispatcher; W. R. Ruffin, engineman.

LOUISIANA DIVISION: T. J. Quigley, superintendent, chairman; H. C. Roddie, master mechanic, vice-chairman; W. D. Dodds, stenographer, secretary; H. P. Campbell, trainmaster; G. D. Harrell, traveling engineer; C. M. Chumley, roadmaster; T. A. Winborn, road supervisor; C. E. Henley, train dispatcher; Geo. McIntyre, engineer; C. S. Railsback, conductor.

NEW ORLEANS TERMINAL: J. W. Cousins, superintendent, chairman; C. T. Beven, trainmaster, vice-chairman; J. N. Chapman, district foreman, secretary; J. D. Harrel, traveling engineer; J. E. Rogan, roadmaster; P. Mumford, engineer; R. J. Lacey, fireman; H. Moore, engine foreman.

MEMPHIS TERMINAL: E. Bodamer, terminal superintendent, chairman; B. J. Feeny, traveling engineer, vice-chairman; A. W. Giehler, assistant chief clerk, secretary; J. A. Zanone, trainmaster; O. A. Garber, master mechanic; C. J. Harrington, roadmaster; C. S. Ward, road supervisor; H. O. Shellman, train dispatcher; T. S. Matlock, yard engineer; R. E. Stokes, Jr., yard fireman; R. P. Scruggs, yard conductor.

MEMPHIS DIVISION: J. M. Walsh, superintendent, chairman; O. A. Garber, master mechanic, vice-chairman; W. K. McKay, trainmaster, secretary; E. Von Bergen, traveling engineer; C. A. Maynor, roadmaster; J. W. Fowler, road supervisor; A. T. King, train dispatcher; A. J. Pichetto, engineer; J. L. Presley, fireman; T. M. Rabb, conductor.

VICKSBURG DIVISION: T. L. Dubbs, superintendent, chairman; H. I. Fletcher, traveling engineer, vice-chairman; I. F. Loyacono, trainmaster's clerk, secretary; J. M. Chandler, trainmaster; G. C. Christy, master mechanic; J. W. Welling, roadmaster; H. Maynor, supervisor; R. L. Page, train dispatcher; E. R. Jones, engineer; W. N. Gibson, fireman; F. A. Harmon, conductor.

NEW ORLEANS DIVISION: F. R. Mays, superintendent, chairman; G. C. Christy, master mechanic, vice-chairman; S. F. Lynch, secretary; F. H. Anderson, trainmaster; J. Cronin, traveling engineer; E. W. Brown, roadmaster; J. M. Harper, road supervisor; W. H. Shields, train dispatcher; J. D. Riggs, engineer; J. D. Coffey, fireman; R. A. Stafford, conductor.

W. H. SHERMAN DIES

William H. Sherman of Pinckneyville, Ill., was born in 1855 and died June 1, 1921. He entered the service of the Illinois Central as bridgeman June 17, 1893, and was promoted to assistant foreman in 1903 and to foreman of bridges on November 24, 1914. Aside from his time on the Illinois Central, he worked on railroads in Ohio and California and also on the Eads Bridge at St. Louis, Mo. "Uncle Bill," as he was familiarly known, had scores of friends not only on the St. Louis division but throughout the country. Through his kind words and jovial disposition, all who knew him will cherish his memory.

W. H. Sherman

He was 66 years old at the time of his death, having been pensioned April 1, 1921, after twenty-eight years of service with an absolutely clear record. Interment was in the Pinckneyville cemetery.

The Stained-Glass Window

By EARL DERR BIGGERS

A Short Story—Complete in This Issue

MISS PARKINS left her desk, piled high with small town exchanges, and stepping to the window of the Eagle office, stood gazing out on Main street. In the bright light of the August moon, Mapleton looked idyllic; its little brick business blocks exuded a warm glow, as if they were there to give, rather than to receive; its white stone courthouse was suddenly the abode of a kindly justice; its library harbored poets; the citizens who walked its streets were friends and brothers.

The August moon, however, did not deceive Miss Parkins. For thirty years she had translated Mapleton's daily life into news items for her paper, and it was too late now for her to see the town as idyllic. She knew that, like the people who made it up, Mapleton was a mixture of good and bad. Humanly it strove to be virtuous; humanly it often failed. She could forgive it, serve it, even love it whole-heartedly. But she could not be fooled by the August moon.

A few of those who passed in the street looked in at the plump, cheerful-eyed spinster in the window and smiled. "Advanced," Mapleton called her, and said it with a sneer. It mattered little to Mapleton that her vision was the broadest it knew, her sympathies the warmest—that she was, in truth, a great woman among little men. It was enough for Mapleton that, when her old father had died, she had herself assumed control of the Eagle, nor felt it necessary to call men to her aid save in subordinate positions. It was enough that, in her paper, appeared strange talk of a new and wonderful era dawning for women—an era at which Mapleton sniffed.

But Miss Parkins smiled her calm, restful smile, and helped the people of Mapleton even while they smiled. Many of those who passed by her office now had come to her at some time or other with stories she had no desire to print, and gone away warmed and comforted by her understanding. She was Mapleton's guide, philosopher, and friend, and though the town might deride her philosophy it accepted her guidance and, deep down in its civic heart, loved her as its friend.

Down the street, a market basket on his arm, his wife by his side, came John Willets. Two years before, the woman had sought out Miss Parkins, in tears, with the news that Willets had found the struggle in Mapleton unbearable, and had run away. In a dark corner at the station, where he was waiting for a train, Miss Parkins had discovered him, and sent him, shamefaced and repentant, back to his family. Out on the asphalt, the new automobile of young Jack Hemphill sped by. Once, in panic times, his business had hovered on the edge of ruin, and it had been Miss Parkins, with her own money and her own courage, who had set him back on the road to prosperity. Fannie Jaynes passed, a good-looking young man at her side. Only a year ago Fannie had tired of the factory, and had looked with willing eyes at the primrose path. It had been Miss Parkins, alone of all those in Mapleton, who had seen and understood; and it had been she who secured for Fannie another position, and drove the bitterness from the girl's soul.

So they came and went, those who had known this little spinster in the crises of their lives. And if Miss Parkins' great heart had done much for them, it had also done much for Miss Parkins herself, for it had kept her from getting angular and querulous and old as the years went by, and it had preserved for her the curves

and the bloom of youth. Her face was wrinkled, but they were the wrinkles of long years of smiling.

Through the plate-glass window she caught a faint echo of melody, and remembered that it was "band concert night." She opened the door; from the direction of the band-stand in the park the lilt of a new tune drifted in. It was the very latest thing in turkey-trots, but Miss Parkins did not know this. She only knew that she liked it for its cheerful swing. Tapping one foot on the floor, she began to hum the tune beneath her breath.

Then she started suddenly, and the giddy song died on her lips. For it seemed to her that crossing the street toward her came Mary Underhill, the friend of her youth long, long ago. Surely that was Mary Underhill's step, alive, eager; her face, fine, fun-loving; her golden hair, gleaming in the moonlight. The long years rolled away, and Miss Parkins was young again, waiting for her friend.

By the time the girl got to the door, however, Miss Parkins was back in the present, and it was Mary Underhill's daughter that she stepped forward to greet. She noted quickly that the girl's eyes were red with weeping, and that her hands moved hysterically despite the library books that weighted them down.

"Come in, Ina," Miss Parkins said, holding open the gate by the counter over which the "classified ads" were received. "I was hoping you'd drop in for a talk before you went away."

The girl turned, and fixed tragic eyes on Miss Parkins' face.

"I'm not going," she said bitterly.

"Not going?" Miss Parkins frowned. "Why. I thought it was all settled."

"That's what I thought. That's what mother thought, when she was—dying. But —he's gone back on his word to her."

Miss Parkins led the way to the rear of her office, lighted only by the green shaded lamp above her desk. The sound of their footsteps on the bare floor echoed through the deserted room. "She'll put down a velvet carpet, and pin tidies on the chairs," male Mapleton had sneered when Miss Parkins took her father's place at the head of the Eagle. But male Mapleton was wrong, as it very quickly learned.

Miss Parkins pointed to a chair beside her desk.

"Sit down, dear," she said.

The girl flung herself down.

"He told me today," she continued, that same incongruous bitterness in her voice. "He said he'd been to too much expense—and that, anyhow, my place was here at home."

"As his servant," said Miss Parkins, with a sigh.

"'In mother's place,' he said."

"That means as a servant," remarked Miss Parkins, more to herself than to the girl.

"I never cared so much about going away to college—while she lived," the girl continued. "But her whole heart seemed set on it—I never could understand just why."

"I could," said Miss Parkins, beneath her breath.

"She fairly fought to get father to promise." The girl's eyes widened with the wonder of it. "It was the only time I ever knew her to oppose him."

"Poor Mary," Miss Parkins whispered.

"Yes—I didn't care so much about it—then. But now that she's gone"—the girl's voice broke—"I want to go. It was her great wish. I want to go. And he says—I can't."

Hot anger in her heart for once, Miss

She threw her arms down on the desk and her head upon them. Her slim shoulders shook.

Parkins walked the floor of her office. She thought of Henry Bradford, with his hoarded thousands, his oily sanctity, and her fingers itched to shake the meanness from him.

"Did you remind your father of his promise to her?" she asked.

"Yes. And he said he couldn't understand her strange notion—that she must have been a little flighty in her sickness—that he'd promised just to make it easier for her at the end."

"Flighty!" Miss Parkins' tone was hot with scorn. She thought of her last interview with Mary Bradford, of how the defeated, crushed little woman had cried to her: "He sha'n't make a slave of my girl, too. He sha'n't, Ann, he sha'n't!" Poor Mary. It had been her one fight, and, now that she was where she could wage it no longer, the day seemed lost.

"I had to tell someone." The girl was sobbing now. "And I thought mother would have wanted me to tell you."

She threw her arms down on the desk, and her head upon them. Her slim shoulders shook. "Mother!" she moaned. "Oh, mother, mother!" The capable, business-like little woman who edited the Eagle stood at her side looking down at her; and suddenly across that usually business-like, capable face, a shadow passed. It was a shadow of the expression seen on the faces of those women who dream for their sisters, and grow impatient that the day they dream of is so long in coming.

Reaching down, Miss Parkins patted one heaving shoulder.

"That was right—to tell me, dear," she said.

The girl raised her head. The agony of her sobs died out. Something she seemed to see in Miss Parkins' face soothed her.

"What are you going to do?" she asked.

This blind faith touched Miss Parkins, even while it dismayed her. What could she do, indeed? Her heart ached for the daughter of her old friend, but what part could she, an outsider, play in the struggle her friend had forever laid down?

"Oh, Ina dear," she said. "I don't know what I can do!"

She walked away from the girl, toward the corner where the two linotype machines, of which she was so proud, loomed grim and shadowy in the half-light. Strangely enough, it was not of Mary Bradford or her daughter that Miss Parkins was thinking now, but of a handsome, keen-eyed boy. Perhaps it was the moon that brought him back tonight, for it had shone that other August as it shown now. They had stood together beneath the trees in her father's yard, she and this boy, and his arms were about her, while on her lips she was receiving the only kiss man had ever vouchsafed her. A sharp pain burned its way through her heart. She went back to Ina's side.

"Poor little girl," she said. "What can I do?"

Up in the front of the office, in the semi-darkness, a door banged and a shadowy figure appeared. Miss Parkins moved quickly to greet her visitor. In the light that came in from the street, she recognized Henry Bradford, the hard lines about his mouth twisted into a conciliatory smile, his sly, little eyes alert to greet her. As he took off his hat, his baldness accentuated the shining pallor of his face. It had held that pallor, of late years, as though he had gazed into his own soul, and what he saw there had turned him white.

"Good evening, Ann," he said briskly. "I stopped with a little item of news for you."

"You're out late," she suggested.

"Mid-week prayer-meeting," he responded. "We got to discussing the new church and didn't notice the time. I don't see you at prayer-meeting as often as I used to, Ann."

"My business keeps me here," she told him.

He laid his carefully rolled umbrella on the counter. It was his habit to carry it in all weathers, for he had come to slyly suspect rain even when sun or moon shone brightest.

"There is no business more important that of the Lord," he said piously. "May I come in?"

Miss Parkins held the gate open and, entering, he became aware for the first time of his daughter's presence.

"Ina," he cried in surprise.

"I was on my way home from the library," she explained, "and saw Miss Parkins' light."

"Well, you'd better run along now," he

said. "I've a little business with Miss Parkins. I reckon I'll catch up with you on the avenue."

The girl seemed relieved as she brushed by him. In another moment the front door closed behind her.

"Sit down, Henry," invited Miss Parkins. He sat.

"I suppose—she's told you," he inquired.

"Told me what?" asked Miss Parkins, though she knew.

"That—things aren't just right for me to see my way clear to sending her off to college this fall. I know people think me a rich man, Ann, but to tell the truth—I haven't much ready money. Collections are slow, and at the bank—"

"Is this your news item, Henry?" asked Miss Parkins.

He tried to smile affably.

"No," he said. "My news item is quite another matter." His white face assumed its usual, doleful look. "Ann, Mary's been dead four months now. And I miss her, Ann. I miss her terribly. When I think of her long years of devotion, of sacrifice—"

He took out his handkerchief and dabbed at his little eyes. Miss Parkins gazed at him, as near to a cynical smile as her kind face could go.

"You're not at prayer-meeting now, Henry," she said. "Don't trouble to weep for me."

He stared at her with the hurt look of an innocent child.

"I know we're not friends, Ann, as we used to be. For some strange reason, you have turned against me. But—whether you believe it or not, Mary is constantly in my thoughts. I have been trying to evolve some plan for paying a public tribute to her—to my dear wife. And it has come to me—the plan has come."

He restored his handkerchief to his pocket.

"Even Ina doesn't know of this yet," he went on. "I shall tell her tonight. Ann, I have made up my mind to donate to the new church building a large, stained-glass window—as a memorial to Mary. The agent was here from Chicago today. I talked with him at the bank. The window will cost me—" he gazed at her as though begging her to be prepared—"twelve hundred dollars."

"Twelve hundred dollars," repeated Miss Parkins, a strange light in her eyes.

"I announced my gift at prayer-meeting tonight. The window will be placed in the front of the building. It will remain there through the years, my tribute to Mary. It will remain there—where all the town can see."

"All the town," Miss Parkins said. That was the most important consideration with Henry Bradford, and she knew it. He drew a great roll of paper from his pocket, leaned over, and spread it out on her desk.

"Here is the Chicago firm's drawing," he said. "You can see the design of the window from this. I don't know whether you can reproduce it in the paper or not. At any rate, it will help you to write the item."

Miss Parkins looked down at the beautifully colored design for her old friend's window. Its great central figure was that of a woman, seated on a dais, her wonderful face smiling and content—the face of a woman set free. About her floated happy cherubim, and on the scroll at her feet Miss Parkins read: "In Memoriam, Mary Underhill Bradford—" Her eyes stole back to that beautiful face—

"Symbolic," Henry Bradford was explaining in his oily voice, "of the peace one may find only in the Lord's house."

Miss Parkins' vision blurred. Then out of the blur emerged the face of another woman—a face that was not smiling, not content—the face of a woman who had only recently been set free.

Mr. Bradford leaned back in his chair, hugely pleased with himself:

"I wish you'd make an item of it, Ann," he said. "You were Mary's best friend, and I'm sure she'd want you to write about her window."

"Yes, perhaps she would," Miss Parkins agreed. Her eyes were fixed again on that symbolic figure; an odd, unhappy smile twisted her lips.

"Well, Ann?" he urged.

She rose suddenly from her desk.

"I'll write it before you go," she said. And, turning on the light above a typewriter, she sat down before it. In a moment the clatter of the machine resounded in the quiet office. Once she looked up.

"I'll mention the price, of course?" she said.

"Of course," he assented.

Finally she whirled the sheet of paper from her typewriter, and read:

"Henry Bradford announces that he will donate to the new church, shortly to be erected on Center street, a large stained-glass window, as a memorial to his beloved wife, Mary Underhill Bradford, recently deceased. The window is to be the work of a Chicago firm. The chief figure of the proposed design is a huge figure, a woman, seated on a dais, on her face the smiling realization of the peace of soul that is to be found only in a house of worship. It is reported that the window will cost not less than twelve hundred dollars."

Mr. Bradford stood up, a pleased smile on his face.

"Well, that's about right, Ann," he said. "I'm very much obliged to you. I'll be going along now."

"Sit down, Henry," said Miss Parkins, suddenly, firmly.

He stared at her, amazed.

"Sit down a little longer. That will do for a news item, but there's something else I want to write. Something for the editorial column. Sit down and wait, Henry!" Her tone was commanding, forceful.

He obeyed, against his own better judgment.

Miss Parkins drew close to her typewriter, and over it stared at Henry Bradford. He stirred restlessly beneath her stare. He did not know that she was looking through him—beyond—into the dead past. For ten minutes she sat like this, and then the noise of her quick fingers on the keys began.

Fifteen minutes passed. Henry Bradford got up and nervously paced the floor. He wandered through the Eagle's small composing room, the odor of ink in his nostrils. The office cat leaped out into the circle of light, but when he stooped to pat it, it scurried away.

"It's getting late, Ann," he complained, at last.

"You wait, Henry," she replied in the voice of one who must not be disturbed.

Twenty minutes later, she rose from the machine and turned toward her desk. Her firm gaze caught Henry Bradford's unsteady one, and held it fascinated.

"A little editorial, Henry," she announced. "I think I shall call it 'A Stained-Glass Window.' I should like to read it to you, if you don't mind."

"Y-yes," he stammered. This thing was getting on his nerves. He glanced timidly out at Main street, the band concert was long since over, the pavements were almost deserted now. He dropped into a chair, and fixed his eyes on a calendar on the wall. "Go on, Ann," he said.

Miss Parkins smiled her twisted little smile, and began:

"Over thirty years ago, the writer of this editorial had a friend, a happy girl whose heart beat fast and whose eyes shone bright with the very joy of living. For live she did—every moment of every day to the full—and she looked forward to the future with eager expectancy.

"And then—she married the man she loved, a man thought fine and noble, to be his companion and his partner. Her face alight with pride and happiness, she followed him off to the home he had waiting for her—a great farmhouse back in the hills. And there suddenly, tragically, she learned that she was to be not his partner, but his unpaid servant. He worked her to the last ounce of her strength; he drove her as effectually as if he had stood over her with a whip.

"Few who have ever lived on a farm realize the drab, terrible monotony of labor that many women on farms endure. Some die; some go mad. This little bride of whom we write did neither. She became a machine. She went to bed at eight o'clock each night, weary of body and soul. She rose at four each morning still weary. She cooked, she swept, she baked, she milked, and churned. She never entered her parlor except to clean it. All the pretty little things of life for which she longed were denied her. All the companionship of books and friends that had formerly been hers was shut off from her now. She was married!

"'Woman's place is in the home.' The tragic meaning of that sentiment to her! In the home, not as wife and companion, but as a prisoner, with the curtains down, the doors barred, and all the joyousness of life passing by on the other side! And all

this that her husband might pile dollar on dollar that, in greed and selfishness, he might grow rich!

"Those who had known and loved her saw the light driven from her eyes and the spirit from her soul. Toward the close of her life the family moved from the farm into a great city house that her savings had paid for. She might have broken her bonds then; but it was too late. She wandered about through the rooms of that house, a dazed look on her face, a broom and dustpan in her hands. She had forgotten **how to live!**

"Not long ago a little, crushed, beaten, humble, forgiving woman was buried out on the hill. It was all that was left of the girl we knew thirty years ago.

"'But surely,' you say, 'the woman is to have her reward. Surely, all those years of faithful sacrifice are not to pass without some acknowledgment!' And you are right. To repay her for all those humdrum, penned-up years when she might have been enjoying the world she lived in as she enjoyed it when a girl, she is to have—a stained-glass window in a Mapleton church.

"That is the tribute of a loving husband to the wife he enslaved. That is the proof that she did not live—and die—in vain. A stained-glass window, bought with the money she gave her life to hoard!

"The chief figure in the design of this window is to be that of a woman, sitting on a dais—resting—free—on her face a reflection of the peace that is to be found—we understand—in the Lord's house. The friends of the dead woman will see the irony of this, only when they recall that never once did she sit in church on Sunday morning when her mind was not busy with the dinner she must hasten home to cook, that her man might eat when he had finished worshiping his Maker.

"Sometimes God must look down and smile a sad little smile at a few of the things that are done in his name."

Miss Parkins finished reading, her eyes flashing, her cheeks aflame. What she had written was written from the heart. She

"Print it," he screamed, his little eyes aflame with anger. "Print it; and I'll sue you for libel! I'll close out your cheap, little sheet!"

looked over at Henry Bradford. His face was ashen now, he wet his thin lips with his tongue.

"So that's what you think of me, is it?" he managed at last to say.

"That's exactly what I think, Henry," she replied. "And it seems to me it's time that the town saw you as you really are. You make a great clatter over your religion. You rush around on God's business as wildly as though it were a promissory note that was due you. And you fool many. But you never fooled Mary Underhill, and you never fooled her friends."

"Well?" He stood up. "Are you through with me, Ann?"

"I'll be through with you, Henry when I've printed that editorial in tomorrow's paper."

He started from her, and an odd, dull flush spread over his pale cheeks.

"Good Heavens, Ann! You wouldn't dare!"

"Wouldn't I? Don't you know me any better than that?"

He did know her better than that, and he mopped the perspiration from his sleek, endless forehead.

"It's what I'd expect from you," he cried, "with your fool notions about woman's rights, and all that crank talk in your paper every night!"

Miss Parkins smiled pleasantly.

"Then I haven't disappointed you," she said.

He took a step forward.

"Print it," he screamed, his little eyes aflame with anger. "Print it! And I'll sue you for libel! I'll close out your cheap, little sheet!"

"Maybe," replied Miss Parkins calmly, "but would that put you back in the good graces of the town?"

He sat down and weakly stared at the woman's fine, brave face. In his heart he knew that it was not to his credit that such a woman as this was not on his side.

"Why do you dislike me so, Ann?" he asked, and it was almost a whine.

"Why shouldn't I dislike you?" she inquired, her face very serious now. "You crushed the life out of Mary. That in itself is enough—for I loved her, always. But—there are other reasons." She turned her face away. "Mary wasn't the only one who believed in you," she added, more gently.

"What do you mean?" he asked.

"Don't you remember, Henry?"

He only stared at her dumbly.

"I see you don't," she went on. "But I do. It was a night in August, Henry—a night like this. You put your arms around me—you kissed me—there under the trees."

He shuddered.

"Why bring that back now?"

"Besause I want you to understand. No man had ever kissed me before. No man has kissed me since. I believed in you then—I thought you were wonderful—I—I guess I must have been in love. And then—when Mary came to me and told me that you and she were to be married—I tried to be brave. I told myself it was for the best. I wished her every happiness. I even helped her pick—her wedding dress. She never dreamed."

"No," he said, "she never dreamed."

"I told myself that I must rejoice in her happiness. And I really believe I did. I had the memory of that kiss, that moment under the trees. If you had been what I thought you it would have been a happy memory. But you weren't. The years passed, and the rottenness and meanness that were in you began to show. And I realized that I had been cheated, that you weren't what I thought you, after all. I got to be ashamed of that kiss, horribly ashamed." She turned on him fiercely, accusingly.

"It wasn't only Mary you robbed. You robbed me, too! You robbed me of the only moment of romance I ever had!"

He shrank from her for he had never seen this mild, little woman in such a mood before.

"And in revenge," he cried, "you'll print that editorial?"

She shook her head.

"No. I can't expect you to understand. But it won't be for revenge if I print it. I say if I print it. For I don't believe you're going to let me, after all."

"And how can I stop you?"

"Easily enough. By keeping your last promise to Mary. By sending Ina away to college!"

His little eyes became crafty.

"I won't," he snarled. "Money's tight, I've got too much expense—"

"The stained-glass window, I suppose," she cried.

"Yes—the stained-glass window, for one thing."

Miss Parkins laughed, a wild, mirthless laugh.

"So it's Mary's window, is it," she cried, "that's to keep her daughter at home?"

"At home, where she belongs," he said.

"And you'll break your word to Mary?"

"I'll not send Ina to college, if that's what you mean." He rose to his feet, sullen, bitter. "I'm not going to be blackmailed by you, Ann Parkins. Print that editorial, if you choose—I'll make you pay, and pay dearly."

Calmly Miss Parkins walked over to the nearest linotype machine, and thrust the editorial and the news item on the hook beside it.

"All right, Henry," she said. "It'll be there for John to set up in the morning. I guess that's all. Good night."

He moved slowly to the door, his feet dragging after him. Miss Parkins followed. A party of young people passed in the street, singing in the moonlight. Up above, the courthouse clock boomed ten.

"Where all the town can see," Miss Parkins said. "So that's where Mary's window is to be put up, is it? Well, that's where my editorial will be, too—where all the town can see!"

Out of Henry Bradford's throat came a strange, broken cry. He turned on her, trembling, dazed, beaten.

"Go get it, Ann," he begged. "I—I never could stand it—never. Tear it up—I'll do what you wish!"

Miss Parkins' heart gave a bound. She stepped to the linotype again, then, coming back to the front of the office, swung open the door of a great safe.

"I won't tear it up, Henry," she said. "I'll put it here. No one shall see it but me—unless something should happen—money should be tight—"

He shook his head, and reached out for his ridiculous umbrella.

"Nothing will happen," he replied quite gently. "Ina shall be sent to college, as Mary planned." He turned to the door. "I'll be going along," he added. "Ina will wonder where I am."

The door closed behind him, and for a moment Miss Parkins stood looking out at the silent street, and the old man plodding up it in the moonlight. Then she stepped back to her safe, and taking out the editorial tore it into shreds.

"I never intended to use it, Mary," she whispered, as though explaining to someone at her elbow. "But it has won your fight, my dear. It has won your fight."

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Keep Scrappin'

When you're sick as the deuce, and you think, "What's the use?"
And you're tired out, discouraged, afraid;
And you keep asking why they don't let you die
And forget the mistakes you have made;
When you're chuck full of pain and you're tired of the game,
And you want to get out of it all—
That's the time to begin to stick out your chin
And fight with your back to the wall!

When you have done all you can to scrap like a man,
But you can't keep your head up much more;
And the end of the bout leaves you all down and out,
Bleeding and reeling and sore;
When you have prayed all along for the sound of the gong
To ring for the fight to stop—
Just keep on your feet and smile at defeat,
That's the real way to come out on top.

When you're tired of hard knocks and you're right on the rocks,
And nobody lends you a hand;
When none of your schemes, the best of your dreams
Turn out the way you had planned;
And you've lost all your grit, and you're ready to quit
For life's a failure for you.
Why, start it again and see if all men
Don't call you a MAN through an through.

—Esty Quinn, in Waverly (Iowa) *Democrat.*

Just a Word

Our best items are those which tell of really important happenings—those which have first names or initials to identify the persons named—those which have pictures with them, if possible—those which will be of as much interest to the folks at the other end of the system as to the folks in the office—and, last but not least, those which get in by the 25th of the month.

AROUND CHICAGO

Superintendent's Office

J. C. Porter, assistant engineer of the Chicago Terminal division, for more than ten years an employe of the Illinois Central, died on Friday, June 3, at the Illinois Central Hospital, Chicago. Burial was at his old home at Virginia, Ill. C. D. Hurley of the valuation department succeeds Mr. Porter as assistant engineer.

About sixty persons, including members of the Chicago Terminal office and their friends, held a picnic Sunday, June 11, at Hudson Lake, Ind. Fishing and ball playing were the chief amusements. The married men defeated the bachelors in a picnic ball game by a score of 6 to 5.

R. O. Wells, agent at South Water street, and A. Frantz, terminal freight agent, have taken their two weeks of vacation at Ludington, Mich.

Passenger Terminal

Superintendent A. Bernard and Traveling Engineer W. B. Davis attended the Smoke Association convention at St. Louis May 31 to June 3.

W. W. O'Keefe, switchman at Randolph street, and Mrs. Hulda Nelson, suburban ticket agent, were married on June 16.

The suburban trainmen's baseball team is meeting all comers. The first game, played at Jackson Park with the towermen, was lost, score 17 to 8. The second game, played at Jackson Park with the mail handlers, was won, score 21 to 2. The third game, played at Washington Park with the Twelfth street office men, was won, score 9 to 5.

The O. R. C. degree team visted St. Joseph, Mo., June 18.

Conductor A. B. Springer has returned to suburban service, effective June 26. He has been in through passenger service for some time.

Auditor of Freight Receipts

The A. F. R. baseball team recently defeated the team belonging to the Valuation Engineers by a score of 6 to 2. Games have been scheduled with Princeton, Ky., and Champaign and Effingham, Ill.

Mr. and Mrs. W. J. Lamon are spending their vacation at Wichita Falls, Texas.

A. W. Larsen is spending his vacation at the home of his mother in Denver, Colo., and at Estes Park, Colo.

South Water Street Station

Miss Delia Dolan, formerly employed in the cashier's department, was married to William Hoffman of Buffalo, N. Y., on June 14, at St. Lawrence's Church, Chicago. Following the ceremony, a wedding breakfast was served to relatives and close friends at the Sisson Hotel. The couple will live in Buffalo.

Sympathy is extended to Miss Anna Ronan of the accounting department, who recently lost her mother. Mrs. Ronan died suddenly on the morning of June 13.

Baggage and Mail Traffic Department

The employes of this department held an enjoyable picnic at the Thornton Forest Preserve, near Chicago, on Saturday, June 25. The coffee was left in the office and the fruit on the train, but outside of that the lunch was a success. Games added to the enjoyment of the outing.

Miss Mae J. Nolan left for the East recently. She will spend her vacation at Niagara Falls, Rochester and Watertown, N. Y. Her mother accompanied her.

Dining Car Department

Chief Clerk T. S. Robinson was married on June 20 at Rockford, Ill., to Miss Valera Mae McDermaid. The happy couple spent their honeymoon of twelve days in the vicinity of Washington, D. C., and also visited Baltimore and Cincinnati.

Martin A. Carroll has returned from Montreal, Canada, after a pleasant vacation of two weeks.

ILLINOIS DIVISION

Superintendent's Office

Timekeeper G. H. Strauss and family have returned from a vacation at Kankakee and Monee Lake.

Mrs. E. F. Kremer, wife of chief accountant, son Robert and daughter Marie are spending three months at Cedar Rapids, Dyersville, Dubuque and other Iowa points.

Accountant F. L. Hutchins is now enjoying a

fishing trip among the lakes of Minnesota.

Miss Katherine Kelligher, stenographer to Trainmaster J. T. Stanford, has returned to her duties after having her tonsils removed.

Miss Fairy Wand, assistant tonnage clerk, has been granted a three months' leave of absence. Miss Wand will be relieved by Miss Gertrude Greenwood of Kankakee.

Assistant Tonnage Clerk Sidney Watson has returned to work after a four months' leave of absence on account of sickness.

President C. H. Markham visited Champaign Friday, June 1, arriving on No. 5. Mr. Markham visited the division offices and then gave a brief talk before the state convention of county farm advisers at the university, speaking on the relation between transportation and agriculture. Mr. Markham was a guest at a luncheon given at the Inman Hotel, enjoyed a tour of the University farm and stock barns in the afternoon, and then was taken to the Country Club for a round of golf. He departed on No. 2.

A baseball team has been organized in the Illinois divison offices, consisting mostly of clerks. Manager J. C. Johnson, assistant chief clerk in the superintendent's office, would be glad to hear from any team wishing to arrange for a game.

A division fuel meeting was held in Trainmaster Stanford's office Monday, June 13.

While we do not wish to brag, nevertheless we want it to be known that the wrecking derrick located at Champaign has not been out on Champaign district this year. Trainmaster Davis says, if we can keep the wrecker off the district for another six months, "we will be able to sell it cheap."

Illinois division employes were shocked to learn of the serious accident which resulted in the death of Guy DeMoss, third trick operator and leverman at Otto. Mr. DeMoss was to have been married to Miss Mildred Parker, stenographer for the New York Central, Monday, June 20. While enroute to Kankakee to have his wedding suit fitted, he attempted to board Extra 175 north, and his foot slipped. The flesh was torn off his left leg from ankle to thigh, and he also had a scalp wound. Mr. DeMoss was taken to the Emergency Hospital, Kankakee, and died at 2 a. m. June 16.

Del Egan, station helper at Kinmundy, age 53, died June 12 of a complication of diseases. Mr. Egan left surviving his wife and one son, Harry, who is a pumper at Galton.

Kankakee Freight

Our freight checker, Colonel Coash, and Miss Helen Roth were married May 23 and are spending their honeymoon in New Orleans.

Effective June 25, the freight house forces started on their annual vacation. William Supernant, rate clerk, was the first one to leave June 25. Mr. Supernant went to the east to see the Dempsey-Carpentier fight.

Champaign Freight

Miss Kathryn Bridges has returned from a week's vacation in Chicago.

The Girls' Sewing Club met Thursday evening, June 2, with Miss Helen Sullivan.

Effingham Freight

Orville Hewkin, first trick yard clerk, and Miss Beulah Kistler, a teacher, were quietly married June 11 at the Methodist pasonage and left immediately for Chicago and other points on a week's honeymoon.

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Fairmont Ball Bearing Motors

B. J. Utz, cashier, recently returned from Denver and Colorado Springs, where he visited his brother John, former warehouseman, who is in Colorado for his health.

J. R. Billingsly, second trick operator, returned to work June 15 after being off duty three weeks on account of sickness. He was relieved by R. R. McCarthy of Farmer City.

E. Floyd Karr, cashier at Paxton, Ill., was married to Miss Edith Sederlund of Charlotte, Mich., June 7, at the home of the bride. Immediately after the ceremony, the bride and groom left for an extended trip through Kansas and Nebraska.

Lawrence W. Russell of Savoy and Miss Ruby Graham of Mattoon were married at Allerton, Ill., Saturday, June 4. Mr. Russell is agent at Savoy. They departed on the noon train from Pesotum to Chicago, and from there went to New York City and other eastern points on a wedding trip.

Maintenance of Way Department

Supervisor of Signals S. C. Hoffman has moved one of the signal gangs to Paxton to install a "wig-wag" crossing at Orleans street.

C. A. Pease, formerly employed in Road Supervisor G. W. Shrider's office, but who has been attending school at Carlinville, has returned to the division and is now working in one of the signal repair gangs.

Roadmaster J. L. Downs spent the week ending June 10 in New York City, attending the A. R. E. A. meeting.

The signal employes' educational meeting was held at Effingham on June 19, with an attendance of forty, including three Pennsylvania railroad signal employes.

Kankakee Yard and Roundhouse.

William Mitchell, car repairer, has returned to work after being off two weeks on account of sickness.

E. E. Shapland, fireman, recently was called to Portland, Me., by the death of his wife's sister.

Paul O. LaGesse, car clerk, and Miss Mary Yeates of Kankakee were married June 21. They will spend their honeymoon in Chicago and make their future home in Bradley.

Brakeman Mike Deany, H. Behen, Fireman Leo Deany and Switchman C. Deany have joined the local ball team of the K. C., which made a good showing June 18 by beating the Public Service team by a score of 11 to 8.

G. N. Thompson, engine foreman, has returned to work after being off several months on account of sickness.

Robert Weaver, supplyman, was called to Simpson, Ill., recently by the serious illness of his mother.

Day Yardmaster Damon spent June 14 and 15 in Champaign, taking observations of switching.

Switchman McClarey is off duty on account of an injury to his knee.

Switchman M. T. Croach returned to work June 18.

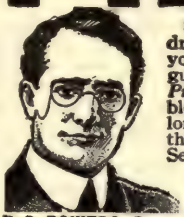
Brakeman W. J. Rapstock was called to Ohio recently by the death of his father, who was 91 years old.

The bridgemen are finishing the subway at the north end of the yard, leading to Kroehler's plant.

Fireman A. J. Brinkman and family have returned from Pueblo, Colo. They were caught in the great flood and had an exciting time.

Don't Suffer From

PILES



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Champaign Yard and Roundhouse

Champaign shop had the pleasure of having the Burnside shop baseball team at Champaign on June 12, Champaign being victorious by a score of 5 to 0. Approximately 350 persons came to Champaign to attend the game.

Miss Margaret Cain, stenographer to General Foreman W. H. Donley, has returned from a week's vacation, spent with friends in Chicago.

Yardmaster Damon of Kankakee, who visited Champaign yard recently, complimented us on the fine appearance of the grounds surrounding the office. Chief Gardener H. S. Moulder has made a great improvement at the yard office by extensive landscape gardening.

Assistant Yardmaster Manifee is spending his vacation in Denver, Colo. Clint Granger is filling the vacancy.

Caller Ray Henderson was seriously injured May 28. While riding his bicycle he was run into by an automobile. At Burnham Hospital, Company Surgeon Kirby found his left leg broken, several ribs fractured and a severe scalp wound.

Conductor E. E. Jolly has recently returned from the hospital and resumed his duties.

Champaign employes are sorry to hear of the death of Mrs. J. G. Saathoff, wife of Car Foreman Saathoff. Mrs. Saathoff died Tuesday, June 14, after a brief illness, leaving her husband and six children, the youngest one week old.

The Clinton shop baseball team was defeated by the Champaign shop team at Champaign June 5 by a score of 13 to 8.

Thomas Inskip, engineer, has resumed his duties after being on leave of absence for the past year, during which he acted as maanger of the Co-operative Society Grocery Store.

SPRINGFIELD DIVISION

Superintendent's Office, Clinton

The property at one time operated as a farm, immediately north of Clinton, has the appearance of a Chautauqua ground, a number of tents having been installed for the care of stock and employes of the grading outfit engaged in building new yards at Clinton. The work is progressing rapidly, and within the next ten days a considerable additional force will be added for the laying of tracks.

A recent visit by President Markham to one of the important stations on the Springfield division, the congenial manner in which he was met by citizens of that city, and the many complimentary remarks made by citizens with whom he came in contact seem to prove conclusively that such visits are worth while.

General Superintendent Patterson made a trip over the Springfield district Wednesday, June 22. He also visited a few hours in Clinton Thursday morning, June 23, inspecting the new yards.

B. W. Tillbury, second trick operator, Clinton yard office, started on his annual vacation June 15. He expects to spend about three weeks visiting friends and relatives in California.

Ticket Agent L. G. Schien submitted to an operation in the Illinois Central hospital at Chicago June 22 for the removal of a tumor on the arm.

H. L. Oates, agent at Shobonier, has been off duty for the past two weeks on account of illness.

J. B. Nowland, agent at Sandoval, is on an

Betty Gordon's Own Latest Style Creation!

PIN CHECK VOILE DRESS

Satisfaction Guaranteed or Money Back

Only $2.89

Delivered FREE

Look what Betty Gordon brought back from Broadway! Isn't it the dearest, daintiest most exquisite little dress you ever saw in your life? Look at the long, graceful, swagger sweep of the lapels; the basque, cleverly designed for stylish fullness at the waist-line; and the long streamers tieing at the back. It's Betty Gordon's Masterpiece!

Send No Money

Just send us your name, address, size and color you select and we will send you this beautiful new creation. **We pay delivery charges.** You pay only $2.89 on arrival.

Supreme Style and Rare Value in This Exquisite Summer Dress

You will just love this dear little dress, so charming, so modish and so economical! Betty Gordon produced the most exquisite style of the season—bar none! The White Voile shawl collar is trimmed and edged with bands of self material — short sleeves have cuffs to match — plain skirt hangs in graceful ripples. **Pin checks, either blue or pink. Misses' sizes, 14 to 20 years. Women's sizes, 34 to 44 inches Bust Measure. Order by No. 6A25. *Be sure to state size and color wanted.* Price $2.89.**

Order NOW— By No. 6A25 Betty Gordon's Star Creation

GORDON'S CLOAK HOUSE

"The Only Exclusive Mail Order Women's Specialty House"

366 W. Monroe St. Dept. 5202 Chicago, Ill.

extended leave of absence, visiting the Grand Canyon, Los Angeles and other points in the West.

W. A. Yoder, agent at Litchfield, left June 15 for extended trip through Colorado for the benefit of his health.

A. L. Vallow, dispatcher at Clinton, is taking his annual vacation, visiting friends in Kansas City and other points in the West.

E. R. Evey, refrigeration clerk, who has been seriously ill, has returned to work.

Employes of the Illinois Central Railroad Company, 103 of them—all working on the Springfield division—assembled in Clinton Sunday, June 19, and organized an association to be known as the "Veteran Employes' Association of the Springfield Division of the Illinois Central," according to the Clinton (Ill.) Morning Journal. Employes of the company with seniority of fifteen years or more are eligible to membership.

The organization was formed for the purpose of promoting harmony and good will and social intercourse between fellow employes. Employes of the Rantoul district who were eligible to membership in the organization came to Clinton on a special train under the supervision of M. Sheahan. Interesting talks were made by a few employes prior to organization.

An organization was perfected, and by-laws were drawn up by the executive committee. The organization promises to be one of the most beneficial in the history of the local division of the railroad. Annual social events for members and their families are being planned.

Officers elected to have charge of the association for the first year follow: President, C. W. Shaw, Clinton; first vice-president, William Brewer, Clinton; second vice-president, M. Sheahan, Rantoul; secretary, Clarence May, Clinton, treasurer, Roy Warrick, Clinton; executive committee, John Burke, fireman, Springfield; G. W. Rollins, agent, Moweaqua; J. E. Phelps, conductor, Rantoul; Joseph Frey, section foreman, Alhambra; Arthur Clause, conductor, Springfield; John Stokes, boiler foreman, Clinton, and Ralph Clemons, yardmaster, Clinton.

Decatur Station

Numerous comments have been heard regarding President Markham's visit and talk in Decatur May 31. All comments, to date, have made us, as employes, feel proud to be his business associates.

Only a few of us can remember so far back as June 7, 1881, yet on that date Agent Morgan began working for the Illinois Central Railroad. Forty years of continuous service is a record to be proud of.

A "No Exception" meeting was held in the freight office Tuesday, June 14. Supervisory Agent Plate, Agent Donaldson, Clinton; Agent Baldwin, Springfield; Trainmaster Walker, Clinton, and Agent Simcox, Pana, were out-of-town attendants.

Miss Mary Cecil, bill clerk, has returned to work after several weeks of enforced vacation on account of a broken arm.

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Stifel Indigo OVERALLS?

Many are the railroad men who regard Stifel Indigo Overalls as "standard equipment" for railroaders.

It is just as old as the American railroads, and because it serves their needs so well, Stifel's Indigo Cloth has been worn by more than three generations of railroad men.

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Stifel Indigo Cloth positively will not fade and the dots and patterns positively will not break in the print.

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Clinton Shops

The second annual fish fry and "good fellowship" meeting of the officials and supervisory forces of the Illinois Central shops and store department was held at Weldon Springs, June 2. Seventy-five railroad officials attended the affair, which was similar to the one held last year.

A bounteous menu was prepared and served early in the evening by Jake Krehl, Earl Austin, Ed Barlow, Clem Luecke and Schell Samuel, employes at the local shops, and the men proved to be real cooks and waiters. The menu consisted of fish and all the trimmings, the fish being imported from Havana by M. G. Taylor.

During the "feed" music was furnished by the Illinois Central Shops Jazzapation Society, under the personal direction of Bert Overy. After the tables had been cleared Master Mechanic Needham and Assistant General Boiler Inspector Hunt strove for the undisputed supremacy of the hook and line until dark.

Those who attended were: Officials and supervisory forces of the Springfield division from the master mechanic's office, store department, roadmaster's office, trainmaster's office, and chief dispatcher's office. Out-of-town guests were Engineer Henry Wyman and General Foreman Dick of Freeport, Assistant General Boiler Inspector Hunt of Chicago, Transportation Inspectors Lindrew and Dodge of Chicago, William Larson of the general purchasing agent's office, Chicago, Traveling Engineer Ed King of the Lima Locomotive Works, Lima, Ohio, and Curt Henson of Springfield.

The Illinois Central baseball club of Champaign defeated the Clinton club on the former's diamond May 30, score 13 to 7, the latter being unable to get their full team to that city in time for the game on account of experiencing tire trouble. The game started with the pitcher and second baseman missing.

Springfield Station

George B. DeFrates, veteran engine foreman at Springfield, was absent from his regular duties from June 1 to 15. His position was filled by William Neill.

General Superintendent G. E. Patterson, accompanied by Superintendent Shaw, called at this station June 1.

Hiram L. Parkinson, car clerk in the Springfield freight office, returned from Hot Springs, Ark., June 11, very much improved in health.

Charles O. Chandler, baggageman at Springfield, left for Long Beach, Cal., July 1. He will remain there for sixty days. He was accompanied by his wife, daughter and son.

Carl Baccus, former commercial agent at Milwaukee, but now with the Simmons Bedstead Company, Kenosha, Wis., accompanied the Simmons baseball team, which played the Illinois Sangamo baseball team, and greeted some of his old friends at this station.

ST. LOUIS DIVISION

R. E. Addington, formerly employed in the engineering department on this division, has gone to McComb, Miss., to accept a similar position there.

Chief Timekeeper P. Hill has been confined to his home by sickness. Timekeeper Carl Bonds acted as chief timekeeper in Mr. Hill's absence.

Lee Wilkey, paint foreman, has a new baby boy at his house.

H. P. Marmaduke, bridge foreman, who has been sick, is now able to be back to work.

The St. Louis division office baseball team recently had a game with a team from the Southern Illinois Normal University, Carbondale, and

Send No Money

This 21-jewel Illinois Watch—the **Bunn Special** sent on trial. Do not send us a penny. The Bunn Special, made to be "the watch for railroad men," is adjusted to 6 positions, extreme heat, extreme cold and isochronism. 21-jewel movement, Montgomery Dial, handsome guaranteed 20-year gold-filled case. *Guaranteed to pass inspection on any railroad.*

After Trial a Few Cents a Day

The watch comes *express prepaid* to your home. Examine it first. Only if pleased send $5.50 as first payment. Wear the watch. If after ten days you decide to return it we refund deposit immediately. If you buy, send only $5.50 a month until $55.00 is paid.

ORDER TODAY Just send us your name and address. No red tape. Just say, "send me the Bunn Special." Do not enclose a penny. Don't delay. Write today.

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KERITE INSULATED WIRE & CABLE COMPANY

NEW YORK CHICAGO

won by a score of 6 to 5.

Clarence Miller, who has been working in the superintendent's office, has resigned to accept a position in the Carbondale postoffice.

T. J. Montgomery, carpenter foreman, has returned from a trip to Los Angeles, Cal.

R. A. Trammel resigned his position as file clerk in the roadmaster's office on June 15 to take the position as record clerk in the superintendent's office. Clyde Conatser succeeds him in the roadmaster's office.

Mrs. Louise Bradshaw, who has been a clerk in the car distributor's office, has resigned, as she is moving to Paducah, Ky. Vivian Hopper, formerly record clerk in the superintendent's office, is filling the vacancy.

Miss Eula Clanton, supervisor's clerk, Mounds, has resigned. Miss Lurlene Featherstone has accepted the position.

Charles Johnson, material clerk, who has been attending the national convention of the Modern Woodmen of America at St. Louis, Mo., was selected as a state delegate from Illinois.

Car Distributor Frank Rauch, Carbondale, and Agent H. L. Dye, Brand Tower, Ill., went to Jersey City to see the Dempsey-Carpentier fight.

Agent S. F. Quinn of Logan, Ill., while in Florida suceeded in capturing a large alligator and forwarded it to Carbondale. It is now installed in the fountain in the park just south of the division office.

There are now heavy shpments of tomatoes, cucumbers, melons and mixed vegetables moving from points on the St. Louis division, such as Dongola, Balcom, Anna, Cobden and Makanda.

Operator W. H. Milo at Marissa, Ill., observed a broken beam dragging on I. C. 32913, Extra 1852, the evening of June 18. The train was stopped and rigging removed, which no doubt prevented serious accident.

Conductor E. M. Wilkerson was in charge of 1-271 out of East St. Louis on June 17. On arrival at Belleville his fireman took sick. As there was no fireman at Belleville to relieve the fireman in charge, Conductor Wilkerson volunteered to fire the engine to Coulterville, at which point there was a fireman sent from Carbondale.

East St. Louis Local Office

Collector J. T. Quirk of the cashier's department and Miss Felicite Davenroy were married June 15 in St. Phillip's Church. The bride was attended by her sisters, Edna and Veronica, the groom by his brothers, Richard and Paul. Members of the cashier's department were guests at the wedding supper, and during the evening the cashier's department quartet sang.

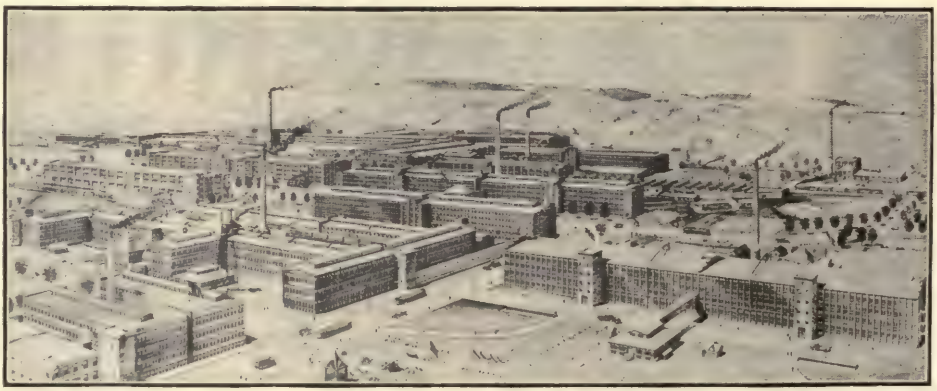
E. L. Breeding, clerk in the accounting department, has returned, after a short stay at the company hospital in Chicago.

W. J. Thebus, clerk in the inbound department, who has returned from Dallas, Tex., where he spent his vacation, also attended the convention of the Junior Chamber of Commerce held in that city.

Car Record Clerk John Peters is the proud father of a 14-pound baby boy.

The local office baseball team is anxious to schedule several games during July and August and would like to get in touch with such teams as Carbondale, Clinton, Springfield and any others interested. For information as to open dates, etc., kindly address G. E. Dickerson, care Local Freight Office, East St. Louis, Ill.

Demurrage Clerk J. H. Muelken is actively



Bird's-eye View of the Endicott-Johnson Plant.

Endicott-Johnson employ 13,000 people. The output of the six large factories is over 81,000 pairs of shoes daily The raw hides are bought in the markets of the world and tanned in their own tanneries. 10½ tons of tacks used every day in the making of shoes.

ENDICOTT-JOHNSON

Shoes for Workers and Their Boys and Girls

ENDICOTT, NEW YORK JOHNSON CITY, NEW YORK

(*Ask your dealer to see our line*)

soliciting all of his friends for business via our line. To date he has a record of securing 125 carload shipments of lumber for movement in connection with the Illinois Central.

Cairo Freight Station

G. E. Patterson, acting general superintendent, Chicago; W. Atwill, superintendent, Carbondale; Trainmaster Hatch, Carbondale, and others were in Cairo on an inspection trip June 21.

Louis Wettman, uncollected items clerk at this station, is now the proud father of a little daughter, who arrived at his home Tuesday, June 14.

Bernard White, chief clerk, was away the week of June 19 to 25, with other officers of Company K, National Guard, in training for a vacation camp which the company will enjoy in August.

John Cain, chief clerk at Greenville, Miss., recently was called to Cairo by the death of his mother.

John Bentley, local bill clerk, is at home, quite ill.

Guthrie LeRoy, interchange clerk, has resigned his position, the vacancy being filled by Zeno Hook, formerly freight bills clerk. Mr. Hook's position is being filled by Patrick Lawrence.

George Voght, southbound rate and bill clerk, has resigned. Harry Hudson, formerly reconsigning clerk, has been assigned the position. John Hodge, night clerk, is filling the position left by Mr. Hudson.

The work of building and repairing the Illinois Central incline, which has been leased by the Federal Barge Line for the construction of a terminal here, began June 27. The track barges, which are of concrete, are at New Orleans, and reports from that place indicate that the sheds being built on the barges to prevent the merchandise from being damaged by the weather when being transhipped from barge to cars will be complete in another week, and the barges will then be towed to Cairo. With the river falling very fast both below on the Mississippi and the upper Ohio, Cairo will again become the terminal point of the barge line, as it will be impossible for the heavy loaded barges and steamboats drawing eight feet to go to St. Louis. All of the new boats now stop at Cairo and depend on the smaller boats to bring their tows out from St. Louis to Cairo for them.

INDIANA DIVISION

A. C. Freigo, chief dispatcher, with Mrs. Freigo, is spending a vacation in Yellowstone National Park.

Miss Helen Hennessey has filled the vacancy in Roadmaster O'Rourke's office as stenographer, Miss Cora Tiffany transferring to the general offices, Chicago.

Miss Lucille Yount is spending her vacation in Kansas City.

Mattoon Shops

W. M. Ballard, M. C. B. clerk, spent his vacation with his mother on a farm near Mount Carmel, Ill.

R. E. Downing, division storekeeper, has left to attend the Elks' national convention at Los Angeles, Cal.

J. J. Wallace, stockkeeper, with Mrs. Wallace and their son, James, spent the vacation on a farm near Toledo, Ohio.

S. Anderson, bolt machine operator, who has been off duty on acount of sickness, is much improved.

T. O. Paskins, inspector, has been off duty on account of illness.

Send No Money

$3.00

Not one cent in advance for this combination

7-Window Pass Case, Card Case and Bill Fold

Will show 7 regular size passes, identification cards, and photos, each under a separate transparent celluloid face protecting it from dirt and wear. Also has gusseted pockets for smaller cards and roomy billfold pocket in back. Railroad men tell me it is the handiest thing they ever saw. Over **20,000** of them now being carried.

Your name and address (3 lines) and your emblem or insignia (order, brotherhood, lodge—I have them all) engraved in ***23K gold*** absolutely ***free.*** This work alone is worth $1.50 of anybody's money.

Case is beautifully made of fine black seal grain **genuine leather.** Strongly sewed, neat and convenient. Size, 3 1-2 x 4 1-2 inches closed.

Don't send me a single penny in advance. Just send your name and address on the coupon below with the emblem or insignia you want. I will send you this wonderful pass case at once, and when the postman delivers it to you, when you actually have the goods, pay him only $3.00 and postage. I **positively guarantee** that if you don't think this is the best buy you ever made, you may return it and **I will refund your money immediately.** I have been in this business for over 10 years.

You take no risk! Send the coupon TODAY!

Olaf Halvorsen, *The Pass Case Man*
Dept. B406 Masonic Temple, Chicago

You may send me your **genuine leather 7-Window Pass Case** with my name, city, state and emblem engraved in **23K gold.** I will pay the postman only $3.00 and postage when he delivers it. If I am not entirely satisfied with the case, I will return it and you will refund my money at once. I take no risk.

Emblem .....

Name .....

Address .....

City ..... *State* .....

Be sure to print name, etc. clearly

W. G. LLOYD COMPANY

626 to 636 Clark Street, South

CHICAGO

Manufacturers of

Perpetual Account Books

Loose Leaf Specialties and Blank Books

High Grade Printing

Agent's Office, Indianapolis

W. M. Rhett, general foreign agent, was at Indianapolis for a conference. While here he took the opportunity of calling upon patrons of the department.

For the past month Indianapolis has been enjoying a heavy run of perishable traffic through here. If you don't believe it, ask some of the employees of the Terminal.

Agent William Ward and family left recently to tour the western states for a much-needed rest.

WISCONSIN DIVISION

Dixon Freight Office

Yardmaster C. H. Ruggles was on the sick list during the last week of June.

Chief Clerk Paul Reilly was confined at home several days during the week ending June 21.

Switchman J. E. McIntyre is also on the sick list, being relieved by D. S. McIntyre.

Roy Withers discovered a brake beam dragging on M., K. & T. 1892 in Train No. 171, Conductor Burns, while crossing Rock River bridge at Dixon, Ill., June 15, stopped the train and possibly saved a wreck and heavy damage to the company.

Rockford Warehouse

Paul Knopp was a contestant in the national skat player's tournament held at Milwaukee June 11.

John Gutzwiller has returned from an extended trip through South Dakota.

Fred Stern is arranging for a vacation trip to Elmira, N. Y.

Jud Wells and family are contemplating an overland trip to points in Iowa.

Rockford Freight Office

H. R. Aufdenspring attended the annual session of Freight Station Section, American Railway Association, held at Hotel Sherman, Chicago, June 21, 22 and 23.

Agnes Pierson, car department, and Ann Pierson, accountant, are spending their vacation in Yellowstone Park.

Galena, Ill.

L. E. McCabe, Superintendent H. Rhoads and B. Jump visited Galena on May 24 in the interest of building a new stock yard at Galena.

H. L. Day, agent, accompanied the officials on an inspection trip over the Minnesota division, leaving May 1, returning May 6.

J. J. Davis, first trick ticket clerk, has returned from the O. R. T. Convention at Savannah, Ga. During his absence his position was filled by Russell Ward.

IOWA DIVISION

E. J. Doll, who has been employed on the Iowa division for the past seven years as operator and relief agent, has been promoted to agent at Onawa.

W. W. Hollingsworth, agent at Wilke, has been absent for some time past on account of ill health. Word has recently been received that he would be unable to return for some time.

I. E. Poulson, agent at Aplington, is absent from service on account of poor health.

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An Income for Life

is provided for you and your family if you are a Continental policyholder,—the latest policies issued by the "Railroad Man's Company" pay as long as the insured is totally disabled by accident or illness. See our agent on your line or inquire by means of the coupon.

About $27,500,000 paid to 1,000,000 policyholders and their beneficiaries.

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I am employed by the ILLINOIS CENTRAL RAILROAD. Please send me information in regard to your accident and health insurance such as is carried by hundreds of my fellow employes.

Age____ Occupation_____

Division _____

Name _____

Address _____

Continental Casualty Company H. G. B. ALEXANDER President Chicago

C. W. Gardner, pensioner, who is visiting in Fort Dodge, will return soon to his home in California.

Word has been received of the death of K. I. Alexander, Norfolk, Va., August Pherson, Fort Dodge, Iowa, and John Nord, Council Bluffs, Iowa—all Iowa division pensioners, these men having been employed as agent, coalman and section laborer, respectively, prior to their retirement.

In the name of the Iowa division baseball team, a challenge has been issued to the Illinois Central transportation department baseball team, the members of which, it is understood, are employed in Mr. Porterfield's office at Chicago.

"That's where the tall corn grows." No better proof of the truth of these words can be found than in the stock of corn which is being exhibited in the Messenger window this week by W. R. Schaffer of Harrison county. The stock is 9 feet 11 inches high, in full tassel with two embyro ears. The corn was planted May 2 and made a phenomenal growth of over two inches a day. It was grown on Mr. Schaffer's farm in Harrison county. In addition to being the champion corn grower of Harrison county, he is an authority on agricultural subjects and owns one of the best farms along the Illinois Central railway. Mr. Schaffer is also an agent for the Illinois Central at Euclid, Ia., where he is widely known for his geniality and courtesy to the traveling public.—Fort Dodge (Iowa) Messenger and Chronicle.

MINNESOTA DIVISION

Superintendent's Office

The Transportation Department baseball team from Chicago met defeat at the hands of the local Illinois Central team Sunday, June 26, at Dubuque. It was a tight game until the fifth inning. The final score stood 7 to 2. The Dubuque team will go to Chicago to play there July 10.

R. L. Guensler, chief clerk to the superintendent, spent his vacation around the lakes in Minnesota.

Conductor and Mrs. C. H. McCarthy wish to thank their friends on both the Iowa and Minnesota divisions for the sympathy extended them in their bereavement, and also for the beautiful floral offerings.

Maxine Harrison, 17 years old, died at Finley Hospital, Dubuque, Monday, June 27, after a two days' illness. She was the only daughter of Conductor and Mrs. J. H. Harrison, who, with one brother, survive her. Burial was at Rushville, Wis.

Maintenance of Way Department

Leo Rust, section laborer, Menominee, Ill., was married June 21. After a short honeymoon the bride and groom returned to Menominee to reside.

Foreman P. J. Smith, Jr., of Galena was called to Independence May 26 by the death of his mother. Mr. Smith's father is section foreman at Independence.

R. E. Rodeberg has just put the last coat of paint on his canoe, making it ready for his trip to New Orleans.

Dubuque Freight

Mr. and Mrs. J. E. Allison attended the first annual meeting of freight agents, Section 1, A. R. A., which convened in Chicago June 21-

23. Two hundred and eighty-seven agents, representing every important railroad from Maine to California, were in attendance.

KENTUCKY DIVISION

The first death from heat prostration in Paducah this year occurred June 22, when Thomas P. Curley, 44 years old, a locomotive engineer on the Illinois Central Railroad, died at the railroad hospital. While making his run between Louisville and Paducah on the Illinois Central Railroad June 16, Mr. Curley became overheated and had to be relieved from his engine cab. His general health had been bad for several months and he failed to rally from the heat prostration. —Elizabethtown (Ky.) News, June 23.

The construction of the new yard south of the P. & L. crossing at Paducah is progressing nicely, a good start of the grading and part of the track work being completed. Instrumentman Boes and Chainman Brannon are now at Paducah taking care of the engineering work in connection with the construction of the new yard.

Contractors Ellington and Miller have arrived at Paducah with their forces and have started the extension of six additional roundhouse stalls to take care of the new Central type engines, which are now arriving at Paducah.

Miss Marion Waggener, clerk in the bridge and building department, is now touring in Europe with a party of young people. They will visit France, Belgium, Switzerland, Italy and England, and will return home about September 1.

Traveling Engineers Ryan, Millet and Shepherd are "breaking in" the new Central type engines, which are now arriving at Paducah.

Since the last writing, the Princeton baseball team, composed of Illinois Central employes, has won the following games: Morganfield, one game; Clinton, one game; Central City, two games, and Sturgis, three games.

TENNESSEE DIVISION

H. B. Butterworth has been granted a three months' leave of absence on account of ill health.

Everyone is taking an interest in the lovely park that the Illinois Central and the citizens of Martin are building at Martin, Tenn. The park is the pride of the surrounding country, having cost the people $225,000. A $15,000 playground for the kiddies is a marked feature of the park.

Ninety days' leave has been granted Conductor D. A. Kenny, on account of his physical condition.

Conductor S. E. Matthews and family of Jackson, Tenn., will leave soon for a visit to Detroit, Buffalo, Niagara Falls, Quebec, Canada, and other points of interest.

R. E. Pickering, Jr., accountant, and Miss Elizabeth Osgood were married at Fulton, Ky., on June 8. Their wedding trip was to Niagara Falls.

J. B. Good, for more than thirty years a locomotive engineer on the Tennessee division, was retired on a pension June 1. Mr. Good plans to move his family to Hardy, Ark., in the Ozark Mountains.

Sam Edwards, engineer at Fulton, is justly wearing a big smile—a 10-pound girl is something to be proud of.

Miss Jennie Pritchard, clerk at Dyersburg, is spending her vacation in California.

Pointing out the profit to be made in cabbage raising (more than $350 on one acre), a letter written by W. B. Hunt and published in the Dyersburg (Tenn.) State Gazette June 21 had the following to say for the Illinois Central: "The service I got from the Illinois Central

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Expert watchmakers (only) employed to care for your watches. Ball and other popular makes of railroad watches for your selection.

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Journal Bearings—Engine Castings, Brass and Bronze Castings for all purposes.
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Illinois Central Concert Band
of Waterloo, Iowa
"Iowa's Best Concert Band"
Band Music Furnished for any occasion, from 25 to 50 pieces
Best equipped, best uniformed band in Iowa
For engagements address
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WATERLOO, IOWA

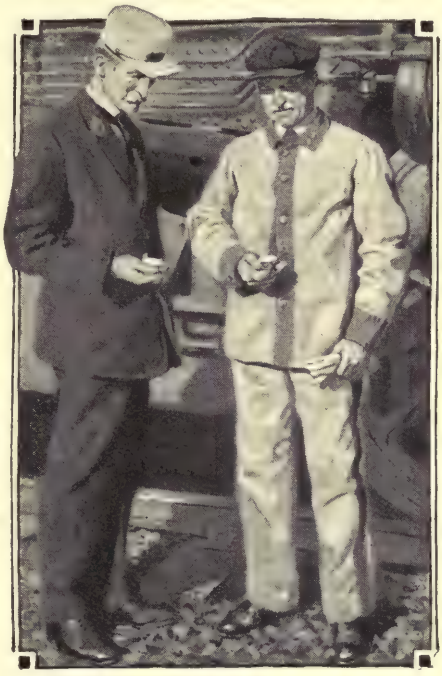
Hamilton Watch

"The Railroad Timekeeper of America"

On Time

You buy a watch to tell you accurate time. Nowhere are watches more carefully checked up for accuracy than in railroad service.

We show here Conductor G. W. Valentine and Engineer W. S. Robinson of the Pennsylvania Eastern Lines comparing their Hamiltons. They run the Manhattan Limited between Harrisburg, Pa., and Manhattan Transfer Station—right outside of New York City—an important run. Engineer Robinson recently received the following letter:



PENNSYLVANIA RAILROAD
Eastern Lines
Office of Superintendent Philadelphia Division

Harrisburg, Pa.

Mr. W. S. Robinson,
Passenger Engineman

Dear Sir:

I am pleased to note the fact that you have made a perfect record during the month of March, 1920, as all trains you were in charge of made schedule time or better than schedule time, and I desire in this manner to commend you for this excellent performance.

(signed) E. J. Cleave, Superintendent

This splendid record was achieved by men who run their trains by the Hamilton Watches they hold in their hands.

Hamilton Watches are the favorite timekeepers of American railroad men. When you buy, inspect the Hamilton models that railroad men favor, particularly 992 (16 size, 21 jewels). Hamilton Watches range in price from $40 to $200; movements alone, $22 (in Canada, $25) and up.

Send for "The Timekeeper," an interesting booklet about the manufacture and care of fine watches. The different Hamiltons are illustrated, and prices given.

HAMILTON WATCH COMPANY
Lancaster, Pa.

Railroad Company was all that I could have asked. My cabbage left here at 3 o'clock one afternoon and was in St. Louis the next morning at 8 o'clock, and my treatment from the Illinois Central was as courteous as it was efficient."

MISSISSIPPI DIVISION

Operator R. J. Hufft of Sardis, Miss., and Miss Helen Carlton, also of Sardis, were married in Memphis, Sunday, June 19.

Trainmaster and Mrs. Spangler have just returned from a two weeks' vacation spent in Kansas City, Mo., visiting relatives.

B. A. Boydston, engineman, is in Chicago for treatment at the Illinois Central Hospital.

Dispatcher W. J. Tipler is receiving congratulations on the arrival at his home of a fine girl.

Dispatcher E. L. Shelton attended the train dispatchers' convention at Kansas City, Mo.

Miss Christine Adams, stenographer to the roadmaster, is spending her vacation visiting Richmond, Washington and other eastern points.

Miss Annie Bell Anderson, stenographer, has returned from her vacation spent with friends and relatives at Fort Dodge, Iowa.

Water Valley Shops

The body of Corporal Bernard B. Gooch was laid to rest in the Oak Hill Cemetery on May 16. Corporal Gooch secured a position with the Illinois Central at Water Valley as call boy, afterward as clerk in the master mechanic's office. When war was declared, he volunteered with the Eighteenth Infantry, Company D, and landed in France on June 26, 1917.

When the Americans cnecked the German drive, his regiment was in the thickest of the fight. On the morning of May 22, 1918, his commanding officer was killed, and B. B. took his orders and carried them to another officer, walking a distance of three hundred yards in front of the enemy's guns, delivered the orders and returned to his company. For this act, the French government awarded him the Croix de Guerre. He was made a corporal and fought hard and valiantly until he met his death by a bullet in the forehead from a German machine gun, July 21, 1918.

The funeral was the largest ever held in Water Valley. He was buried with full military honors under the direction of Curtis E. Pass Post of the American Legion, the Illinois Central Railroad band rendering music.

The mechanical department has organized a band of thirty pieces, and several are fine musicians. After two months' practice, they are delighting the town with concerts. The following officers are elected for the year: S. R. Mauldin, J. L. Chapman, W. E. Hoyt, staff officers; W. J. King, manager; J. G. Bennet, director, and Joe Gooch, treasurer. The name of the band is the Water Valley Illinois Central Railroad Concert Band.

The Water Valley baseball team, under the management of our popular storekeeper, W. E. Hoyt, won six games and lost one. Most of the members of the team are Illinois Central boys.

LOUISIANA DIVISION

The Louisiana division is alive in everything except magazine notes, which, owing to the exception campaigns, have been somewhat neglected. In other words, the editor has been busy fighting exceptions. When the campaign is over, we do not expect to draw a breath of relief as if it were just a passing show, but we will continue our efforts in behalf of reducing the number of exceptions and the number and amount of claims paid and presented on the system.

The greatest excitement we have had in McComb in a long time was on the morning of June 1, about 4:30 a. m., when fire was discovered in the shops, which resulted in the destruction of the car shops and about forty cars. Nearly all of McComb was there to assist, if they could, in the quenching of the flames.

Jackson, Miss.

Mrs. Homer Hill has applied for and received a leave of absence for sixty days, in which to recuperate from her recent operation.

Freight solicitation is still booming. At the close of June 11 our record for less than three months' work was 830 solid carloads and 91 LCL orders. As we average over 50 cars per week, it will not be long before we are in the "1,000 Class."

L. E. Bonner has been in the Company Hospital at New Orleans for minor operations in the throat and head.

NEW ORLEANS TERMINAL

A series of three baseball games between Superintendent Cousins' office and District Foreman Chapman's mechanical department was won by the superintendent's force. The Union Station boys captured every game without a struggle; scores 12-1; 12-9; the last game a forfeit 9-0.

D. E. Moodie is our new joint accountant.

Yard Clerk C. W. Trenchard has been "subing" for Chief Clerk Dalrymple, now convalescing after a minor operation.

Yardmaster Thomas Johnson is having the time of his life keeping cars moving out of Levee Yard since St. Joseph street has been closed to daylight traffic.

L. J. Grady, engine foreman "sub-ing" for Yardmaster Wyman, is receiving praise for the good condition of Poydras Yard.

Germain T. Nodier, formerly chief clerk to General Yardmaster Mora, is now night assistant general yardmaster at Harahan, La.

MEMPHIS DIVISION

Division officers of the Yazoo & Mississippi Valley Railroad on May 30 tendered a dinner to V. V. Boatner, retiring superintendent of the Memphis division of the Yazoo & Mississippi Valley. Among those attending the dinner at Hotel Gayoso at 8 o'clock were: J. W. Rea, trainmaster; C. A. Maynor, roadmaster; A. A. Freiberger, chief dispatcher; P. C. Pettit, assistant chief dispatcher; H. V. Neville, traveling engineer; E. Von Bergen, traveling engineer; A. O. Garber, master mechanic; G. W. Rice, division storekeeper; H. E. Wolf, supervising agent; F. D. Theobold, chief clerk to the superintendent, and W. K. McKay, trainmaster.

VICKSBURG DIVISION

F. L. Clark of Cleveland, Miss., general mechanical department foreman, attended a fuel meeting at Greenville Saturday, June 18. Mr.

Clark drove from Cleveland to Greenville in an automobile, bringing with him his wife, his son and a friend of the family. On the return trip, while on the concrete highway between Magenta and Stoneville, with the car running twenty or twenty-five miles an hour, a rubber foot mat resting on the footboard of the car immediately in front of the seat occupied by Mr. and Mrs. Clark, came in contact with the exhaust pipe, which was sufficiently hot to scorch the foot mat, and cause it to smoke. Mrs. Clark became frightened and jumped from the moving car, falling upon the highway and fracturing her skull. Mr. Clark immediately returned to Greenville with Mrs. Clark. She was attended by Company Surgeon Gamble, who found it necessary to operate. Mrs. Clark did not survive the operation and died that night. The body was taken to her home at Roxton, Texas, on June 22 for burial.

NEW ORLEANS DIVISION

Vicksburg, Miss.

Master Mechanic G. C. Christy has undergone an operation for appendicitis at the Vicksburg Sanatorium, and just a few days ago was able to go home. His condition is daily improving.

The uniforms for the Y. & M. V. baseball team have been received. To celebrate the event, the team proceded to defeat the crack Max Isaacs team of Vicksburg on June 22 by a score of 9 to 7.

Miss Edna Mahin, head tonnage clerk in the superintendent's office, has been confined to the Sanatorium for two weeks suffering from an attack of pleurisy. Her condition is now much improved.

Baton Rouge, La.

Trainmaster Anderson has just returned from his vacation, having visited the far North and East.

The many friends of Joseph McGuire, chief clerk in the yard office, will be sorry to learn that he has been very ill for several weeks. A few days ago he went to Denver, Colo., where he expects to remain about sixty days in the hope of regaining his health.

A new yard office is being constructed at North Baton Rouge and will be ready for occupancy about August 15.

Natchez, Miss.

Stenographer John H. Martin recently spent a few days' vacation on the Mississippi Gulf Coast at Biloxi. The Mississippi Coast surely is a fine place, winter or summer, to spend a few days' vacation. In talking up its many delights to your friends outside of the service, be sure and mention that the Illinois Central System can go a mighty long ways toward taking them there in comfort.

Accountant E. D. Goza has joined the Natchez baseball club.

The Natchez freight office, having had the distinction of furnishing to the army of the United States during the World War a major, a captain, a regimental supply sergeant, a corporal and five privates, bids fair to have its martial history greatly augmented. Nathaniel Claiborne Hale, one of the young clerks of the office, has been appointed to the United States Military Academy at West Point by United States Senator John Sharp Williams, and has been ordered by the War Department to report at the Academy early in July. Claiborne has successfully passed both the mental and physical examination.

Engine Foreman F. J. Moore has returned from Chattanooga, Tenn., where he was called by the death of his mother.

We are going to have some movie stars. The Oliver Morosco Company of Los Angeles, Cal., has been here filming a picture, "Slippey McGee," and a few days ago issued some free meal tickets. In consequence, we are going to see Claim Clerk Homer Green and Rate Clerk Thomas Bloodworth prominent in the first scene when "Slippey McGee" is released.

Some of our men spent a most enjoyable day at Rosetta, Miss., on Sunday, June 5, attending a freight service meeting and picnic. In the forenoon Superintendent Mays held a most pleasant and instructive freight service meeting, discussing in detail the campaign against the filling of stock, that of no exceptions, and that of solicitation of freight for the Illinois Central System.

"NO CLAIM" CAMPAIGN, TOO

With reference to the "No Exception" campaign, the meaning and intention is "No Claim" campaign, and I believe that it is the greatest movement that has ever been started by any railroad for this purpose. The only bad feature is that it was not started sooner. I have had five claims filed, amounting to $41.88, on shipments moving in April. We handled 38,764 pieces of freight outbound and about the same number inbound, and all claims for this month have been filed.

For the last five years we have been having at this station from twenty to seventy claims a month, amounting to from $400 to $3,000. These figures show what the "No Claim" campaign has done for this station, and I believe that we will have similar results at practically all stations on the system.

The campaign for June is now on, covering the entire system. It should show better results than May, for the men have had one month to experiment in, and as an educational feature there has never been anything started that trained men as quickly to stow, mark, receive, deliver and bill freight correctly.

I would like to see this campaign specialized on at certain months in each year. All that is necessary to get the desired results is to keep each employe who has anything to do with the handling of freight as careful and interested in the work as he is now.

In addition to the claim feature, it has done much toward improving soliciting, made less work for employes handling claims, and provided satisfactory service for our patrons.
—R. SMITH, *Agent, Greenwood, Miss.*

Our Monthly Roll of Honor

Below is a list of employes who were retired at the meeting of the Board of Pensions held on June 29:

Name	Occupation	Years of Service.	Date of Retirement.
Henry C. Mullan	Conductor, Iowa Division	43	12/31/20
John Kampschrader	Laborer, Effingham, Ill	24 10/12	12/31/20
Henry G. Young	Engineman, Chicago, Ill	33	1/31/21
William Wooten	Carpenter (B. & B.), Waterloo, Ia	20	2/28/21
Thomas Mahoney	Section Laborer, Menominee, Ill	26	2/28/21
John G. Evans	Engineman, Louisiana Division	40	2/28/21
Peter C. McKay	Section Foreman, Gibson City, Ill	38	4/30/21
James E. Poole	Engineman, Chicago, Illinois Division	38	4/30/21
Harrison Jackson	Laborer (B. & B.), New Orleans, La	22	5/31/21
James C. Martin	Paint Foreman, Paducah, Ky	41	5/31/21
Hillory Green (Col.)	Engine Cleaner, McComb, Miss	31	5/31/21
Frank Harris (Col.)	Laborer, Memphis Shops	21	6/30/21
Jonas Cole (Col.)	Laborer, Memphis Shops	21	6/30/21
Jeff Taylor (Col.)	Section Laborer, Mounds, Ill	25	6/30/21
Christian Kumerle	Laborer, Burnside Shops	30	6/30/21
Robert M. Morgan (Col.)	Train Porter, Mississippi Division	27	6/30/21
Philipp Glaeser	Agent, Richton, Ill	30	6/30/21
Preston Smith (Col.) Y. & M. V. R. R.	Section Laborer, Fulton, Ky	26	3/31/21
Tom Burton (Col.)	Laborer, Vicksburg, Miss	21	3/31/21
James Copse	Laborer, Memphis, Tenn	28	6/30/21

The following deaths of pensioners were reported at the same meeting:

Name	Last Employment	Date of Death.	Term as Pensioner.
William L. Reynolds	Asst. Lumber Agent, Purchasing Dept.	5/7/21	6 years
Silas N. Barr	Machinist Helper, St. Louis Division	5/28/21	5 months
Silas Mitchell	Machinist, Kentucky Division	5/24/21	11 years
William H. Sherman	Foreman (B. & B.), St. Louis Division	6/1/21	3 months
August Peherson	Coalman, Iowa Division	6/7/21	13 years
Edmund T. H. Gibson Y. & M. V. R. R.	Treasurer	6/22/21	8 years
David Collins (Col.)	Section Laborer, Vicksburg Division	6/1/21	6 months

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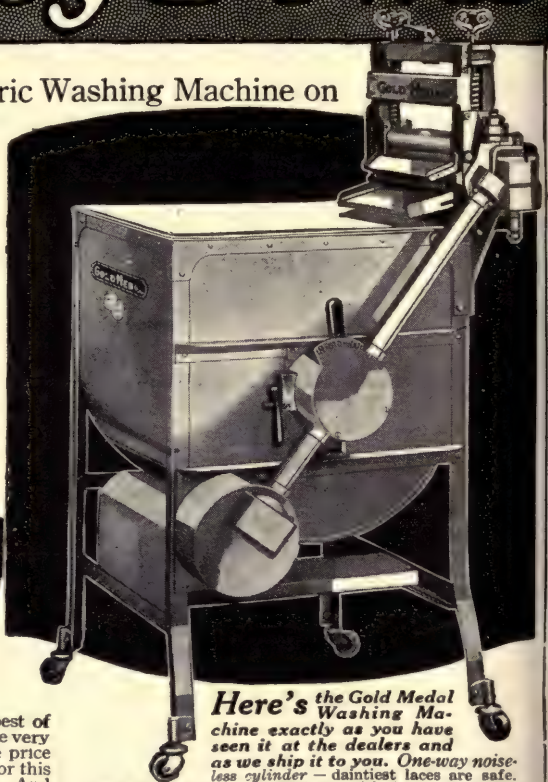

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C. A. Stang

C. A. Stang was born in New Orleans, April 17, 1883. He began railway service with the Southern Pacific lines at New Orleans in May, 1901, coming to the Illinois Central November 1, 1904, as stenographer in the freight traffic department. He later served as rate clerk, chief rate clerk, executive clerk and chief clerk. May 1, 1921, he was appointed assistant general freight agent at New Orleans.

Illinois Central Magazine

VOLUME 10 AUGUST, 1921 NUMBER 2

September Has Been Designated as "Fuel Economy Month"

Great Campaign Will Be Waged by Officers and Employes to Reduce Coal Consumption 20 Per Cent

ILLINOIS Central System officers and employes have set a record for making good on campaigns. They have accomplished much good in the "No Accident," "No Personal Injury" and "No Exception" campaigns, and now September has been set apart for a great campaign having for its object the saving of coal. For this purpose, September has been designated as "Fuel Economy Month."

The campaign will apply to all departments using fuel—transportation, shop and power plants, water stations, depots and office buildings, etc.

The fuel consumption for all departments of the system in September of the five previous years was as follows:

		Total Cost	Avg. Cost Per Ton Including Handling
1916	322,217 tons	$ 419,641.79	$1.302
1917	376,323 tons	705,528.53	1.875
1918	403,664 tons	1,084,255.52	2.686
1919	378,099 tons	943,766.38	2.496
1920	425,626 tons	1,542,046.70	3.623

Engine Results in Five Years

The September fuel consumption by classes of engine service for the past five years was as follows:

	1000 Ton Miles Freight Service	100 Passenger Car Miles	Switching Locomotive Miles
1916	151 lbs.	*1717 lbs.	127 lbs.
1917	*149 lbs.	1830 lbs.	128 lbs.
1918	158 lbs.	1873 lbs.	*117 lbs.
1919	151 lbs.	1857 lbs.	131 lbs.
1920	*149 lbs.	1785 lbs.	125 lbs.

*(The stars mark the best records.)

The goal for September, 1921, has been set at 20 per cent less than the best September record in each class shown above.

In transportation freight service the best month's record made was 133 pounds per 1,000 gross ton miles in June, 1918.

In transportation passenger service the best month's record made was 1,637 pounds per 100 passenger car miles in August, 1916.

In transportation switching service, the best month's record made was 117 pounds per switch engine mile in September, 1918.

All Are on Their Toes

The members of all departments of the Illinois Central System's organization are on their toes to obtain results for the company. It is to their credit that they watch eagerly for the signal from the management to do outstanding things that will redound to the best interest of the company. It is well known that coal is a big item in the company's expenses. It is well known that substantial savings can be made in this item. That has been demonstrated time and again in the past. The purpose of setting aside September as "Fuel Economy Month" is that the greatest effort of all will be made to save coal.

The general fuel conservation committee, division fuel conservation committees, division officers, train dispatchers and oper-

ators, enginemen and trainmen, shop officers and employes, coal chute foremen and employes, power plant and water station employes, maintenance of way employes, agents and all other employes having to do in any respect with fuel consumption, are getting ready to proceed to the task—that of making September, 1921, the outstanding month in the saving of fuel.

Weekly progress reports will be made by divisional fuel committees. These reports will be watched eagerly by all concerned. The Illinois Central System organization knows no such word as failure. It is therefore predicted that "Fuel Economy Month" will result in the usual success.

A WORD FROM BATON ROUGE

Commenting on the arrival of four of our new switch engines at Baton Rouge, La., the Baton Rouge *State Times* of July 29 had the following to say about the Y. & M. V.:

The assigning of these four big engines to Baton Rouge gives emphasis to the growing importance of Baton Rouge to the Yazoo & Mississippi Valley road, and the growing importance of the road to Baton Rouge.

Next to the Standard Oil, the Y. & M. V. has the largest payroll in Baton Rouge, amounting to nearly three-quarters of a million a month.

Twenty-six trains are made up here every day, and twenty-six crews, comprising five persons to a crew, go out of Baton Rouge every day.

During the busy season there are thirty-two crews and thirty-two trains to go out of and come into Baton Rouge.

The roundhouse and roundhouse yards contain on an average of twenty-three engines a day. These engines are being overhauled, and minor repairs made. There are ninety-six men employed at the Y. & M. V. shops on locomotives, and sixty-four men employed on car repairs. The total expense of the Y. & M. V. shops is $650 a day.

Plans are being made to enlarge the shops, the roundhouse and the yards.

Illinois Central Has Twelve Pensioners of Fifty Years' Service

Veterans Who Are Older Than the System Relate Incidents of Days When the Road Was New

FIFTY years is a long time in anybody's life. Fifty years of service with one company is a record made by few employes. A check of the list of Illinois Central pensioners, however, discloses the fact that the company at present has a total of twelve living pensioners who have served half a century or more.

All of these men are older than the Illinois Central, for the company was organized in 1851, and the youngest of these veterans was born in 1849. Their combined service totals 615 years and 11 months—an average of approximately 51 years and 4 months apiece.

Needless to say, their experiences have covered a host of things the present-day employe knows little or nothing about. Almost every branch of the service is represented by these twelve.

Here Are the Record Holders

These pensioners, arranged in order of length of service, are:

John Kief, service 53 years; last employed as tinsmith, Burnside shops; born May 15, 1839; retired May 31, 1909; residence 6512 Ross avenue, Chicago.

John J. Egger, service 52 years and 11 months; last employed as boiler inspector, St. Louis division; born March 21, 1849; retired July 31, 1917; residence 729 South Elm street, Centralia, Ill.

Hugh Gilleas, service 52 years; last employed as roadmaster, Iowa division; born December 28, 1849; retired October 31, 1916; residence 1722 Douglas street, Sioux City, Iowa.

Daniel S. Bailey, service 51 years and 11 months; last employed as supervisor, Springfield division; born November 5, 1846; retired November 30, 1916; residence 208 West Church street, Champaign, Ill.

John W. Carlin, service 51 years and 10 months; last employed as assistant treasurer; born October 31, 1846; retired October 31, 1916; residence 93 South Arlington avenue, East Orange, N. J.

With years a richer life begins,
The spirit mellows:
Ripe age gives tone to violins,
Wine, and good fellows.
—TROWBRIDGE

I have but one lamp by which my feet are guided, and that is the lamp of experience. I know no way of judging of the future but by the past.
—PATRICK HENRY

Michael English, service 51 years and 8 months; last employed as crossing flagman, Illinois division; born November 15, 1839; retired December 31, 1909; residence Effingham, Ill.

Louis H. Kell, service 51 years and 6 months; last employed as foreman, McComb shops; born February 29, 1844; retired February 28, 1914; residence McComb, Miss.

Daniel W. McMillan, service 50 years and 7 months; last employed as blacksmith, Mississippi division; born December 20, 1845; retired December 31, 1915; residence Water Valley, Miss.

Two From Wisconsin Division

John Sullivan, service 50 years and 3 months; last employed as supervisor, Wisconsin division; born February 2, 1848; retired December 31, 1915; residence 1030 South Galena avenue, Freeport, Ill.

John S. Lonergan, service 50 years and 3 months; last employed as section foreman, Wisconsin division; born July 14, 1841; retired July 31, 1911; residence Route 1, Polo, Ill.

James T. Tait, service 50 years; last employed as claim agent, general claim department; born June 13, 1848; retired October 31, 1918; residence 297 West Eighth street, Dubuque, Iowa.

John A. Norman, service 50 years; last em-

ployed as crossing flagman, Minnesota division; born August 20, 1845; retired September 30, 1915; residence 434 Almond street, Waterloo, Iowa.

In addition to these twelve men on the records for service of more than fifty years, mention should be made of Locomotive Engineer William Beven of McComb, Miss., father of J. L. Beven, assistant to the senior vice-president. The senior Mr. Beven, who began railway work in 1866, at the age of 17, was retired December 31, 1918, after fifty-two years, with a pension record of 48 years and 6 months of total and last continuous service.

There is almost a coincidence in the records of Mr. Bailey and Mr. Carlin, as there is less than a week's difference in their ages and only a month's difference in length of service. Their dates of retirement, also, were just a month apart. Mr. Kell, it will be noted, is one of those who have a birthday only every four years, as his comes on the twenty-ninth of February. Six of the twelve are named John. There was almost an equal division in number between office workers and outdoor workers at the time of retirement, but this is not necessarily an argument for longevity one way or the other, as office workers frequently got their start in the open in the earlier days.

John Kief

Old Resident of Chicago, Too

But let them tell their own stories.

"I am now 84 years of age," says Mr. Kief, who heads the list of pensioners. "While I was born in Toronto, Canada, my residence in Chicago dates back to 1846. On June 1, 1856, I started work for the Illinois Central. Now I enjoy the record not only of being one of the oldest living residents of Chicago but also of having been in continuous service for fifty-three years.

"I started to work under Gus D. Clark, the first master mechanic the road ever had. During my service I have seen the company grow from a miniature road to one of the largest in the country.

"My only regret is that I was compelled to get out of the harness in 1909. My principal delight is to relate to my many friends and acquaintances the remembrances of my early days with the Illinois Central. On my retirement from the road I was presented with a handsome new watch and chain, a leather chair and a meerschaum pipe, and also was given a banquet by my co-workers."

Started When 15 Years Old

Mr. Egger, who was born at St. Gallen, Switzerland, was left an orphan at an early age and had his own way to make in the world. "I came to this country in the spring of 1864," he says, "and entered the employ of the Illinois Central in the same year, on September 1, as an apprentice boiler maker at the age of 15 years, under the foremanship of John K. Lape. I served my time and worked as journeyman for a number of years. I held the position of foreman for six or more years, but went back to journeyman work again, as there was more money in it for me.

"In October, 1895, while I was at work, a piece of steel struck me in the eyes and destroyed the sight of one of my eyes. The doctors found it necessary to remove the eye entirely. This was a great blow to me. I was not able to work for some time, and when I did go back to work again I was handicapped in many ways. I was not able to do the same kind of work as before; in

John J. Egger

consequence, I had to take reduced pay, which was very hard for me at the time, as I had a large family to provide for.

"For eight or ten years previous to my retirement I worked as boiler inspector, a position I held up to the time of being retired. I have seen many changes since the time I first started in as an apprentice boy, and I still feel a great interest in the Illinois Central and its progress.

"As a citizen of Centralia, I feel truly proud of the fine new station the Illinois Central recently built. Although a long time coming, it is all the more appreciated."

From Laborer to Roadmaster

Mr. Gilleas began work October 27, 1864, at Epworth, on the Dubuque division. For ten years he was a laborer; for thirteen years, a foreman; for eight years, a supervisor; and for more than twenty years, a roadmaster.

"Since I started working for the Illinois Central, conditions have changed greatly," he says. "At the time I began to work, the company was operating only ninety-nine miles of railroad in Iowa, the road being laid with 42-pound rail. The capacity of all boxcars was ten tons; the tonnage train was thirteen cars; locomotives were forty tons. Today the road is laid with 90-pound rail; the tonnage train is 3,000 to 3,500 tons; locomotives are in the neighborhood of 200 tons.

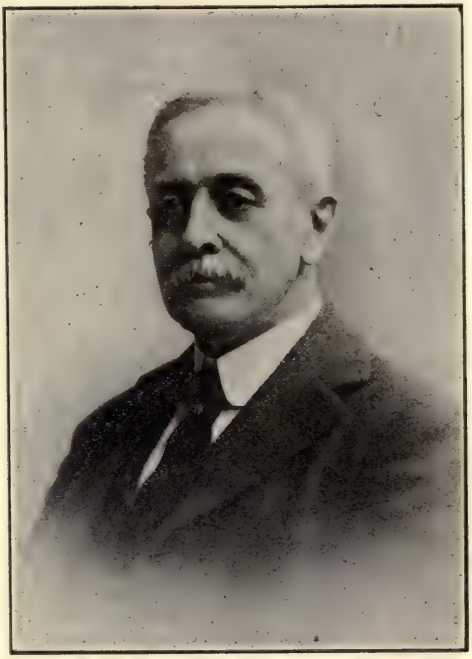
"At the time I began, the wages of section men were $1.10 a day; section foremen were paid $40 to $45 a month, and we did not know what overtime meant. If we worked twelve hours a day, it meant only a day, and the same was true of trainmen.

"Passenger rates at that time were 5 cents a mile. They ran only a mixed train west one day and back the next when they first began running west of Fort Dodge, as the country was not settled and there was very little business to handle. Most of the settlers were homesteaders and lived in what were called dugouts. I remember of times when the road would be blocked with snow for two weeks at a time, as we had no snow plows or locomotives to handle the snowdrifts.

"Sioux City at that time was a very small town. The line now owned and operated by

Hugh Gilleas

Daniel S. Bailey



John W. Carlin

the Illinois Central was the second line built into Sioux City, the first being the Sioux City & Pacific.

"During the early days we had no gasoline cars, while at the present time each section gang is provided with one to carry them back and forth to their work."

Pitched Hay in Chicago

Mr. Bailey left this father's farm at Kensington, Ill., in November, 1864, to learn telegraphy. Before that he cut and stacked many tons of hay from land now occupied by houses south of 116th street, Chicago, and hunted snipe where the Pullman Works now stand. The house on his father's farm had to be moved when the Blue Island line was built.

He learned telegraphy at Ashley and began work January 1, 1865, as station helper. Mr. Bailey was in the employ of the Illinois Central System as telegraph operator, night ticket agent, train dispatcher, assistant trainmaster, assistant division superintendent and superintendent of division. He was superintendent of trains and track at the time of retiring on pension in November, 1916.

His name was never omitted from the payroll during that fifty-two years' service. He worked on all the divisions in Illinois except the Peoria division. He never asked for promotion or for a position but once, and did not get that one. He says he is glad to call those he worked with, both superior officers and those who worked under his jurisdiction, "friends."

Didn't Fill the Ink Stands

Mr. Carlin, who retired as assistant treasurer, says:

"When I made my first appearance in the office of the company in the old Bank of Commerce building, at the corner of Liberty and Nassau streets, Chicago, I was the first arrival, but presently came a gentleman with beautiful whiskers, regular Lord Dundreary style (he was an Englishman), and I asked him if I should fill the ink stands. He said, 'No, let the negro do it,' and the negro did.

"This lifted me a peg in my own estimation.

"The man's name was Avery, and he occupied a dark room, lighted by candle. This room was called 'Cudjo's Cave,' as I afterward learned.

"My first duties were with the stock trans-

fer department, and continued so to the time of my retirement. In a vault there were seemingly a million canceled stock centificates, and I was to sort them according to numbers and paste them in the books from which they were taken. So, in a few minutes, I was up to my neck in actual business and forgot to count how many steps were between me and the top of the ladder.

"My friend with the whiskers (we were good friends by this time) gave up his position with the company, and his work of filling in the names on the stock certificates was given to me—my first regular work after pasting. Gradually my work increased, and when the transfer clerk resigned his position was given to me.

Paid Dividends Personally Then

"The manner of paying dividends was very different from the present method. The number of stockholders was not very large, and they signed a receipt in the dividend book, either individually or through a power of attorney given to some banking or brokerage house or other individual.

"Lynde A. Catlin (now dead) was then secretary of the company, and a very careful gentleman. Everything was done precisely, even if it took all night, and we worked together amicably as late as necessary to get the dividend books ready for dividend day and the customary rush.

"The waiting line extended from the back of the office, down a long hall, down the stairs to the street and some distance along the street. Great times those days!

"Then the manner of collecting the dividends was changed. The stockholders filed a permanent mailing order, and the dividend was sent by mail. The gummed envelope was moistened by mouth or sponge, but now it is moistened and sealed by electricity. Other changes were gradually installed, and the work was specialized with an increasing force of clerks."

Started With Illinois Central in 1857

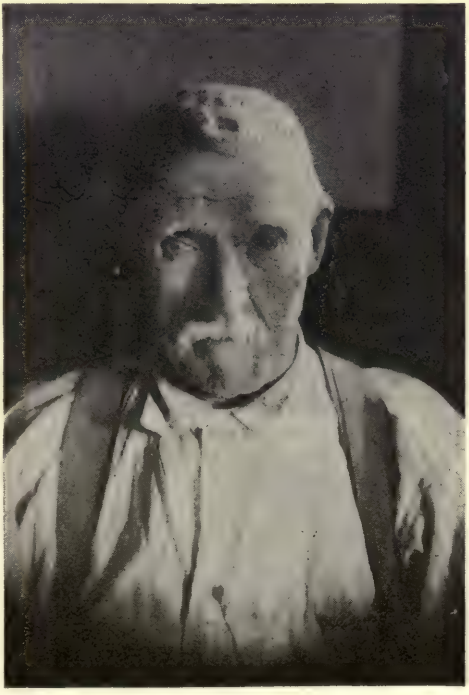
Mr. English was born in the southern part of Ireland. When he was 9 years old he was brought to Canada. About four years later he came to the United States.

It was in 1857 that Mr. English perceived the Illinois Central as his opportunity. In that year he entered the service of the company as a section hand at Pana, Ill. After about six years he was transferred to a section on the line which then ran between Centralia and Cairo. This was the first section on that part of the system. In 1866 his efficient service was in the minds of the officials of the road when he was made foreman of that section. For thirty-three years he served faithfully and to the best interest of the company as foreman of that part of the line. He then was made crossing flagman at Effingham, Ill. He watched over two crossings there from a station halfway between until the time of his retirement from service, December 31, 1909.

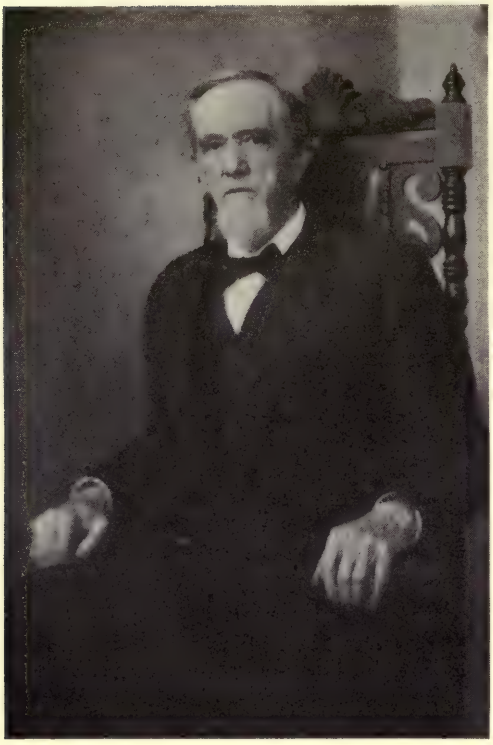
In all, Mr. English served the Illinois Central fifty-one years and eight months. And he bristles with pride when he makes the statement that in all that time he was never the cause of an accident on the line, caused the officials a minimum amount of trouble and received not the slightest personal injury.

The Last Survivor of His Family

Growing close to his eighty-second birthday, Mr. English is the only survivor of his immediate family. He was married twice,



Michael English



Louis H. Kell

the first time at the age of 28. A daughter was born to this happy union, but the mother died a short time afterward. The baby was taken to a sister in Chicago, where she could have the benefits of a woman's care and a home. But Mr. English was lonesome.

Two years later, the desire to have his daughter by his side prompted him to marry again, so that he could provide an adequate home for her. They were extremely happy, he said, and the daughter bloomed into womanhood. She married, had a son, who is now in California in successful business, and died only a short time ago. Mr. English's second wife died about eight years ago.

Mr. English is apparently very happy under the care of the St. Anthony Hospital at Effingham, Ill. While in the service of the company in that city, he made many friends. They always have a pleasant passing word for him, and see that he is well supplied with his favorite delicacies, bananas and candy.

Worked During Civil War

Mr. Kell was born in Alexandria, Va. He entered the shops of the M. & O. R. R. at Columbus, Miss., as machinist apprentice in 1859. The shops were moved to Jackson, Tenn., the same year.

"In May, 1862, after the battle of Shiloh, when the Federal troops cut the railroad line between Corinth and Beth, all the fine tools were loaded in a boxcar," he says, "and with Master Mechanic Hugh Boylan, I took an engine over the Mississippi Central, now the Illinois Central, to Grand Junction and over the Memphis & Charleston, now the Southern, to Corinth. I ran this engine in yard service until the evacuation.

"Then I went to Grenada and into the shops of the M. & T. R. R., now the Illinois Central, then on the Mississippi Central in a small wooden shop moved to Water Valley after the war. In 1866, I was sent to Durant and got the engine 'Holmes,' named after that county. This engine and others had been damaged and burned by the Federal troops. I carried this engine to Water Valley, and in February, after the engine was rebuilt, I started running as engineer. I kept this up until 1874, when I was made foreman at Water Valley and transferred to McComb a few months later, where I have since worked. When I came to McComb, the company had a small roundhouse holding thirty-one engines; all the houses and the hotel belonged to the company.

"When I was running as an engineer, there one flag indicating a train following but not giving rights, two red flags displayed, giving following train same rights as preceding section; all engines were wood burners.

"An engineer's salary was $125 a month. As the road was not making any money, Colonel West requested a loan of $15 a month from all engineers, which was conceded; and after the Mississippi Central was taken over by Colonel McComb, I received $90, that being the amount I lent for six months out of my salary."

Made Repairs After Civil War

Mr. McMillan, according to an account prepared by L. C. Barber, was born near Oxford, Miss., and received his early training on the farm. When he was about 12 years old, the Mississippi Central, now the Illinois

Central, was built through that region, and people came for miles to see the trains.

When 20 years old, Mr. McMillan began his career as a railway man. His first job was on the construction or work train in charge of James Robinson, one of the oldest conductors on the road, beginning work on June 1, 1865, repairing the track and roadbed destroyed by Federal raiders during the war. On September 1, 1865, he came to Water Valley, then a village of less than two hundred and boasting of only four business houses, where he began work as a section hand under Albert Simmons, section foreman. He continued in that capacity about fourteen months.

In 1866 the company began the erection of railway work shops in Water Valley, finishing the plant during 1868. On August 6, 1866, before the shops were completed, Mr. McMillan began work as a car repairer under John E. Becton, master car builder. In 1868 he changed to the blacksmith shop and began as helper to learn the trade. In June, 1869, he was given a forge and fire under Blacksmith Foreman Pat Kehoe, and continued as blacksmith in the same shop for forty-six years.

During this half century of service "Uncle Dan" saw many changes in the shop, its equipment, personnel of the employes, officers, etc. He served under every president of the Illinois Central Railroad and under every master mechanic and foreman of the shops. He began under Master Mechanic John E. Becton, who died in 1878, and served also under Jack White, T. J. Price, J. C. Ramsey, J. W. Lutterell, George Dickey, Mr. Barton, Jake Neudorfer, John Price, Will H. Watkins, Claude Stark and S. R. Mauldin, the present master mechanic.

Has Seen Men Come and Go

"Uncle Dan" has had apprentice boys to work with him, and has seen them "grow" in both age and the work until time marked them with silvery hair, and their sons began work at the same anvil their fathers formerly used. It is with pride "Uncle Dan" recalls that Will J. King, the present efficient foreman of the blacksmith shop, began as helper for him. "Uncle Dan's" whole life's interest has been closely associated with the railway company.

On April 28, 1880, he was married to Miss Elizabeth Turner, who passed to her reward several years ago. To this union were born six children, four sons and two daughters. One daughter became the wife of John W. Tarver, who, at the time of his death some years ago, was chief clerk in the superintendent's office of the Mississippi division and also mayor of Water Valley.

"Like father, like son" is a true axiom applied to "Uncle Dan" and his four sons, Joe, Daniel, Dewitt and Charles. Like their sturdy father, the sons grew into strong muscular men. Charles, the youngest, after a few years' service as clerk, entered other vocations, but Dewitt became an expert machinist and remained with the company until his death a few years ago; the next son, Daniel L., also became an expert machinist and today is a valued employe of the Y. & M. V. at Vicksburg, Miss.; and Joe, the eldest son, became an expert blacksmith and today has a forge and fire in the same shops his honored father served so faithfully and efficiently for half a century.

As a workman "Uncle Dan" has repaired the little old 12-inch cylinder wood burner

Daniel W. McMillan

engines and also the modern type having a cylinder 27 by 30 inches. As a beginner he helped repair the old wooden frame cars of only 30,000-pound capacity, and he finished on the mammoth 55-ton all-steel cars. In the early days he has many times, unassisted, taken off and put on the track car wheels, but these have been so much increased in size and weight that at the time of his retirement it required the service of several men to handle them. When he worked on the section in the 60's a strong man could easily pick up and walk off with the iron rail used at that period; now rails are made of steel and carry the weight of ninety pounds to the foot.

When you see one of the fine Illinois Central trains pass by today, you would hardly believe that at one time the lowly mule was the only motive power available from Water Valley to Holly Springs, but such was the case at one period of the railway company's existence, according to 'Uncle Dan." This was during the turbulent war times between '61 and '65. The Federal forces frequently sent out raiders to destroy tracks and roadbed between Water Valley and Holly Springs. It was to avoid capture of motive power, and also to afford means of necessary transportation for needed supplies, that Henry Armsby, then living at Holly Springs, organized his famous "mule trains."

A Mule for Motive Power

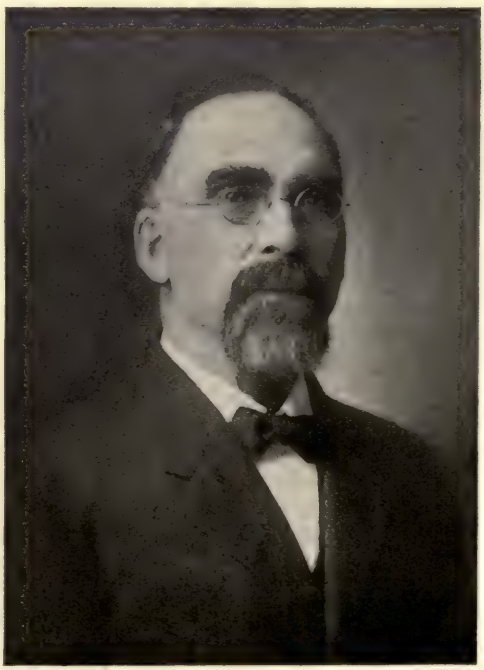
The trains consisted of one little old box-car, with a mule attached for motive power. Only food, medicine and possibly war supplies were hauled—no passengers. "Trains" were scheduled so that one each day would arrive at and leave from Holly Springs and Water Valley. In crossing bridges, men pushed the "train" across by hand while the mule engine either forded or swam the stream below. "Uncle Dan" many times made repairs on cars of those famous "trains," but declares he never attempted to put in new cylinders or to monkey with the mule motor.

Mr. McMillan is nearing his 76th birthday and is blessed with good health. He is living in a modest little home on Main street in Water Valley, Miss., with his son Joe and an aged sister, enjoying the evening of a life well spent. He is a member of the I. O. O. F. and Masonic orders and takes a keen and active interest in both. He is highly esteemed by all in the city and by the "railroad boys" from Chicago to New Orleans. He speaks only in the highest terms of praise for the courtesies extended and excellent treatment afforded him while an employe of the company for half a century, and he deeply appreciates the courtesies and favors so generously extended since his retirement.

A Native of Ireland

Mr. Sullivan was born in Ireland in 1848. He came to Massachusetts in 1863 and to Earlville, Iowa, in 1865, where he began work on the section. His service to 1868 was as section laborer at Earlville; 1868 to 1871, section foreman at Floyd; 1871 to 1877, yard foreman at Dubuque; 1877 to 1881, section foreman at Lemars; 1881 to 1887, road supervisor at Dubuque; 1887 to 1895, roadmaster at Cherokee; 1895 to 1898, roadmaster at New Orleans; 1898 to 1902, roadmaster at Clinton, Ill.; 1902 to 1916, road supervisor at Freeport.

"There is a great difference between the railroads of the present time and those of over fifty years ago, as to track and equip-



John Sullivan

ment," he says. "The track on the Earlville section, when I began work, was laid with 50-pound rail, eight feet long; some was laid with 42-pound rail. Quite a contrast between those light iron rails, with what were known as chair points, and the heavy steel rails of the present time!

"I remember having a work train sent to the Earlville station to do some ditching. The train consisted of the engine, seven flat cars and caboose. When the flats were loaded, the engine could not pull them. Imagine the difference between that work train and the number of cars one engine can haul now!

Economy in Those Days

"The road west from Dubuque was known then as the Dubuque & Sioux City Railroad. It was acquired by the Illinois Central in the fall of 1867.

"Strict economy in the road department, as to cost of labor and material, was practiced in those days. For instance, in shipping tools to the shop for repairs, we used to make our own tags of the most suitable material available. In making weekly reports, instead of using new envelopes, the supervisor used to cut the ends of old ones which bore his address and send them to his foreman to be used again. In those days money was not so plentiful in Iowa as it is now. People appreciated having steady jobs of any kind. The only work open was on the section and farm.

"I enjoyed my work and always aimed to get the best results for the company—a duty which I think is incumbent upon all. I have always enjoyed and appreciated kindness and favors which I have received from the officers of the Illinois Central Railroad during my time of service and since. I feel proud of the progress the Illinois Central is making and feel for it as if I were still in the harness."

Came to United States in 1860

The story of a man who placed the affairs of the Illinois Central Railroad Company foremost at all times is told in the life of Mr. Lonergan. He is now retired and living happily with his daughter on a farm near Polo, Ill.

Mr. Lonergan was born at Waterford, Ireland, in 1841. When 19 years old, the

John S. Lonergan

United States loomed as a land of promise to him. He made the voyage in 1860, and traveled west to Eldena, Ill., where he entered the service of the Illinois Central Railroad as a laborer on a section. This was his first work in America. Anxious to make himself of more service to the company, he was constantly going out of his regular routine to do the little things that he was not told to do, but which had to be done by someone.

Walked Track in the Storm

Then in 1866 he received an offer of a larger salary with another railroad, and accepted. But by the time he had been with them a year, he considered his move a mistake. In 1867 Mr. Lonergan returned to the Illinois Central as foreman of the section just south of Polo, Ill. He remained in that position until the time of his retirement.

On the night of June 30, 1882, a raging rain storm came up. He was awakened from deep slumber by shrieking winds, deafening blasts of thunder and blinding flashes of lightning. He hurriedly dressed, lighted a lantern and bravely faced the savage storm to see that his and adjoining sections of the

right-of-way were in condition for the passage of the night trains.

It was not long until the most important train on that part of the system was due.

Mr. Lonergan, bent almost double in the effort to resist the great force of the wind and rain, walked the track from Polo to the end of his section. Every joint in the rails was examined, as well as the ties. The water was coming down in torrents, and it was sure, sooner or later, to wash the earth from under the track.

Suddenly there was a sharp whistle behind. At the same moment, just at the extreme limit of his view of the track, Mr. Lonergan saw the rails move. The movement was slight at first, but his eyes caught it. There was a lurch, a sway, and forty rods of the right-of-way was swept away with the water.

Horror stricken, he turned to stop the rapidly approaching train, whose headlight was now plainly seen through the downpour of water. The wind dealt a death blow to the struggling flame of the lantern.

Mr. Lonergan huddled his lantern close to his breast, folded his coat about it and frantically made the effort to give it life. His matches became soaked before he could strike them, and when he was able to light one, the wind quickly put it out. Finally he was successful. The feeble rays of the lantern stretched out into the darkness.

Signal Saved the Train

Carefully shielding the lantern from the storm, Mr. Lonergan signaled the engineer. A smile of relief spread over his face and his whole body relaxed when the air was split by the shrill whistle that told him the engineer saw the light.

The train was stopped within a few feet of the gaping stretch of track. The engineer alighted, grasped Mr. Lonergan by the hand and greeted him as a true hero should be greeted.

The two then walked back to Polo to wire Amboy of the washout. But the wires were all down. The train remained there until the telegraph line was mended, Amboy was informed and a work train was sent to repair the track.

Mr. Lonergan has been seriously disappointed at the attitude of some employes toward the company in the later years of his service. As new men joined his gang, he says, they showed a lack of interest in it and did not seem to have the company at heart. He says it is more and more that way in the present day, and that many employes do not seem to realize that they are benefiting themselves by giving their best service to the company and by keeping its interests foremost.

Mr. Lonergan was married March 1, 1868, and had seven sons and two daughters. Six of the sons worked for the Illinois Central, and two were killed while serving as brakemen. Two of his boys were in service in France during the World War. Mrs. Lonergan died December 27, 1918, while her two sons were in France.

Today, Mr. Lonergan is the picture of health. Strong, robust and always in the best of humor, he has an army of friends in Polo, and they all have the highest praise for him.

Tried a Good Many Jobs

Mr. Tait was born in Cold Springs, opposite West Point, on the Hudson River, New York, in 1848. He emigrated to Amboy, Ill., in 1857 and made his home there until 1895, when he moved to Dubuque, Iowa, where he has since resided.

"When scarce fifteen years of age," he says, "I and three or four other 'kids' were graduated with high honors through the back door of the building, and my school boy days were then and there ended. As my father had me lined up for the legal profession, to please him I attended the law office of W. H. Ryan at Amboy. As a starter, two days was spent therein, when I learned the basic principle that law was founded on common sense—and I quit the job never to return to it.

"Later in the season of 1868, another young man and myself made an informal tour of the South, during which time we never lost a meal, had a hand-out, nor 'flipped a train,' and at end of three weeks we returned to Amboy to get a piece of the 'fatted calf' and incidentally tackle the woodpile.

"A couple of weeks or so after my return,

I formed a co-partnership with a gentleman who was engaged in general merchandise business in Amboy. He was to attend to all inside matters, except such as sweeping, dusting and cleaning lamps, etc., which I had charge of, and in addition I was to see that such articles as needed special delivery were attended to. This place burned to the ground in a month or two, the loss being total, even to my one asset—the wheelbarrow—and I never recovered sufficiently to enter the merchandise line again.

"My next move took me into railroading. On October 2, 1868, I met Superintendent Jacobs on Main street. He and I were scarcely on speaking terms, as I had in mind the diploma he gave me some little time before when he was chairman of the school

James T. Tait

board. Much to my surprise, he wanted to know if I could help him out in his office for a month or two. After discussing the matter for a few moments, it was agreed that I was to begin work at noon at a salary of $36. During the first eight or ten years of my service I never crossed the threshold of the 'old man's' office unless by request, and that was seldom.

Given Charge of the Office

"In 1876 I was called to his office one morning and was told to close the door behind me. In a few words he advised me that he had made up his mind to have a house-cleaning in the office, and that he had decided to place me in charge of the office. I held the place until he retired April 1, 1892.

"In the meantime, William Head, who was then local claim agent with one assistant, wanted me to take the place of the man he then had. I was called to Chicago, and an arrangement made whereby I was to retain my place at Amboy until July 1, to start as Mr. Jack's successor, and then be transferred to the claim department with an office at Dubuque. I came to Dubuque July 5, 1895, and remained there as claim agent until October 31, 1918, when I retired.

"From October 12, 1868, to October 31, 1918, my name was never off the payroll for a single hour. In those fifty years I never played a game of cards or pool or attended a baseball game, but did take in every horse race in sight.

"When I came to Iowa, more than twenty-five years ago, the country west of Fort Dodge might have been called frontier. There was not a clean or modern hotel in the northwest part of the states. Roads at that time were in such a condition that the only way to make the outside border was to 'foot it.' During three months of the winter season, much of one's time was spent in taking care of frozen members of his body. In March and April, when you had to make a drive, much of the time was spent in getting the horses and vehicle out of the mud. In the winter two scoop shovels to use in a snow blockade were made a part of every equipment sent out of a stable. In June and July a greater part of the time was spent in dodging cyclones and hail-storms and in an effort to keep out of the path of 'hot winds.' The fall season was ideal.

Land Is Worth Much More Now

"Land was then selling for from $8 to $10 an acre. The same land sells at present for from $200 to $300 an acre, and in the last ten or fifteen years the country has become almost a Garden of Eden.

"For some years I kept watch of the mileage I covered and found it to be nearly 60,000 a year.

"During these years I had some of the

(*Continued on Page* 82)

Illinois Central System Betters Service by Co-operating With Public

This is the twelfth in a series of monthly public statements which the Illinois Central System is making through the newspapers on its lines. Each preceding statement has treated of some railway problem of current importance, setting forth information which we believe the public should have and inviting constructive criticism and suggestions. Our aim has been to bring about closer co-operation with the public in such a way as to be reflected in the constant betterment of the service rendered by the Illinois Central System.

Our program was begun September 1, 1920—the day the railroads resumed operations under their own financial responsibilities. The results we have obtained convince us that the plan we have followed has been worth while. We believe that we and our patrons have received, through the better understanding which has been brought about between us, full value for our efforts in newspaper advertising. Consequently we hold it to be our duty to continue to play our part in disseminating information that will give the public a more adequate idea of the problems which railway managements face—which also are the public's problems. We have decided therefore to continue our program another twelve months.

Railway management is the trustee of a vast investment in the railroads, an investment fixed by the Interstate Commerce Commission for rate-making purposes at $18,900,000,000, but in reality greater than that, for upon the satisfactory administration of railway properties depends the future welfare not only of the railway properties themselves but also of all the manifold activities of our entire national business life.

We believe the railway problems of the United States require the best and most constructive thought of all the people—farmers, business men, professional men and railway men working in harmony. The railroads are ruled by public opinion. If public thought on railway questions is unprogressive, the railroads cannot make progress, which means that they will not be enabled to meet the constantly increasing demands of public service.

The public is not entirely to blame for such unsatisfactory railway conditions as have obtained in the past. We believe the reticence of railway men themselves, in failing to keep the public well informed, has been one of the causes of the growth of restrictive legislation, of unprogressive regulation and of an anti-railway spirit, which have worked a hardship upon railway development, and consequently upon the public itself.

That our discussions have contributed to a better understanding of railway problems on the part of the public served by the Illinois Central System is evidenced to us in many ways. Not only have our patrons helped us in the solution of many problems which we have presented to them, giving us their hearty support and co-operation in carrying out our programs for better service, but the better mutual understanding which has been awakened—a better understanding on our part of our patrons' problems, and a better understanding on their part of ours—has been reflected in generally improved service. Our discussions have also been a means of perfecting within our organization that spirit of loyalty and service which always has characterized the Illinois Central System.

Railway rates are standardized under governmental authority. Service is the basis of competition among the railroads. Service is the measure which determines the worth of a railway system. Service must be unselfish. It must find expression in safety, efficiency and economy. We pledge our best efforts toward serving the patrons of the Illinois Central System.

Constructive criticism and suggestions are invited.

C. H. MARKHAM,
President, Illinois Central System.

He Finds Contentment, Pride and Profit in Raising Fine Chickens

E. O. Birchard, Employe at Waterloo, Iowa, Wins Success in His Spare-Time Work on Farm

WASN'T it a Nebraska blacksmith who attracted considerable attention some time ago by proving that he was the richest man in the world because he was the happiest?

The Illinois Central has a man something like that at Waterloo, Iowa. His name is E. O. Birchard, and he is an extra engineer, firing at present on passenger runs between Waterloo and Freeport, Ill. He wouldn't thank you to tell him how well off he is, for maybe he doesn't quite realize it himself; but he has a little farm, a little family, a little motor car, enough work to keep him busy, enough trouble to make life interesting, and enough in the larder to keep the wolf a respectable distance from the door.

Of course, he has his family living in what was built for a chicken house—and what will be a chicken house when he builds his regular home—and he says that the movies would have to close down if they depended on him for their patronage; but outside of that, he and his are getting along as well as anybody could wish. He even finds time to indulge in a hobby—a paying one—and the chicken house above mentioned is the key to that.

Raises Chickens in Spare Time

Briefly, Mr. Birchard is a chicken fancier —a spare-time chicken fancier. He is one of the growing number of Illinois Central employes who have found better ways of spending their leisure than loafing or sleeping or walking the streets. On his neat little 10-acre farm on the outskirts of Waterloo—on Route No. 3, to be exact, out beyond where the county hospital is likely to stand some day—you will find 250 high-grade White Wyandottes housed in five well-painted wooden buildings, with carefully fenced yards to run in, receiving patient and intelligent attention.

E. O. Birchard and a Prize Winner

Mr. Birchard has worked for quality rather than quantity, and in his flock can be found numerous county fair prize winers. Some of his chickens will be shown this year at the Iowa State Fair at Des Moines, August 25 to September 2, and there is a possibility that he may take in some national show. Naturally, as in previous years, he will be represented at the shows in and around Black Hawk County, his home county.

As far as financial results go, Mr. Birchard says he is not getting rich off his chickens, although he always has plenty of eggs and good frying meat and a little something in the way of money. Last year, which was his second season, his expenses for new equipment and up-keep totaled $261. His income from all sources for the chickens and their products was $248. This looks like a deficit of $13, but he points out that his profit was in the fifty head of young

stock he had left over. These fifty chickens were worth about $3 apiece, which meant a season's profit of about $140, plus the eggs and other supplies they provided.

Started Out Three Years Ago

Three years ago Mr. Birchard bought this 10-acre farm, after having lived in Waterloo for several years. At the time his work was so arranged that he was home every third day. He thought that it might be worth while taking up some spare-time occupation; so he talked the matter over with his wife. She agreed, and they decided to try chicken raising, as he had had some experience with them while a boy on the farm.

So they visited the poultry shows, studied the poultry magazines, and eventually picked two varieties to begin with. Mr. Birchard chose the Single Comb Black Minorcas, and Mrs. Birchard chose the White Wyandottes. As frequently happens in many families, the wife was right, and the Black Minorcas were discarded after one season. It is a mistake, anyway, Mr. Birchard says, to try to keep two varieties.

The first year—that was in 1919—they raised fifty chickens. Last year they had about two hundred. This year they have about fifty more than last year.

Right here Mr. Birchard rises to remark that the chicken raiser has to have a lot of stick-to-it-ive-ness. He has to know how to stand discouragements. There's no rosy road to success. You can't get it all from books and magazines; you've got to have practical experience.

Has Increased His Equipment

Mr. Birchard admits that he has progressed gradually in knowledge of the work. The more he learned, the more equipment he picked up. He now has two small incubators. The first season he had one incubator, and he let the hens assist him with the hatching and brooding. The next season—last season—he got the other incubator, and he got a coal-burning brooder, which he says is the best single piece of equipment the poultry raiser can have. For example, this year, he hatched his first chickens on February 6, and he couldn't possibly have kept them without the brooder.

He goes in for trap-nests, too. In cold weather you have to watch both these and the little chicks constantly, which makes the work a trifle monotonous at times.

Mr. Birchard now has one large brooder house and five small pens for breeders, in addition to a few minor coops. He says he will soon start work on a large laying house to accommodate two hundred layers this winter. It will be constructed so that it can constantly be added to as the flock increases. Then, of course, when he builds the home he intends to build for his family, he will have available for his chickens the house he has been living in. As his farm faces a well-traveled highway, he has everything carefully fenced, as he says it is cheaper to fence that to lose his chickens.

Ideal Bird a Combination

To start his White Wyandottes, Mr. Birchard imported his settings from Canada. He now has both of John S. Martin's famous lines of White Wyandottes—the Regal for exhibition and the Dorcas for laying. To show the quality of the laying strain, however, he points out that many of his prizes have been won with birds from the Dorcas line. The ideal of the modern poultryman, he says, is to combine both exhibition and utility qualities.

The first season he was in the business he started entering his fowls in the shows but he won only a few minor prizes. The second season, in good competition, he won at several fairs in and about Black Hawk County, and in the local winter show he won several good prizes in competition with old breeders. His chief preparation for the shows is to tame the birds he enters and wash them up—"put 'em in a tub and scrub 'em like a kid," he says. Usually he goes with them to the shows. He will take his vacation to attend the Iowa State Fair this fall and will visit relatives in the neighborhood at the same time. He picks his birds for showing by the standard of perfection published by the American Poultry Association. In order to keep their homes, however, even the layers have to show good qualities on the Birchard farm.

Gets Eggs in the Winter

Within another year Mr. Birchard plans to have baby chicks for sale, as well as

hatching eggs and breeding birds. At present he markets all his spare eggs to private customers, and he finds they bring good prices, especially in the winter. By having good quality layers, he manages to get eggs in the winter; in fact, his hens average a 50-per-cent production the year around. His main return, however, is from stock and market poultry, which he sells at the local markets.

By culling out the inferior stock all the time, Mr. Birchard manages to avoid much of the usual trouble poultry raisers have. He culls for disease with the ax. Generally he culls as the chicks come from the incubator. Those with slight ailments then are killed and burned or buried deep in the ground. The mortality is very low in his flock, Mr. Birchard says, and he attributes this to the superiority of the parent stock. He keeps only about a dozen males among his 250 chickens, as the fertile egg is largely a loss on the market.

And he is strong for the White Wyan-

Above – General View of E.O. Birchard's Farm. Below - Mr. Birchard's Poultry and Their Homes

Center — The Birchard Family and Some of Its Pets.

dottes. Anybody going in the business, even if merely for a backyard pastime, can make no mistake by starting with good quality White Wyandottes, he claims. They make a picture on the lawn or in the field; they are the ideal dual purpose birds; they eat and weigh well; they are of medium size, the standard weight of the males being 8½ pounds and of the females 6½ pounds; they can't be beaten for winter layers, and winter eggs bring the good profit. White Wyandottes are always attractive in the showroom, too, he says, and he claims they are worthy of everything they win.

Mr. Birchard has a hopper feeding system for his flock, with dry mash constantly before both old and young. He gives them grain once a day, just before roosting time. He tries to see that they have plenty of range, plenty of grit and plenty of green food. In fact, he says that one noted poultryman summed success up in five words: Grit, grains, greens, grubs, gumption.

You Must Know Your Business

Close attention and study are necessary for success, Mr. Birchard adds. It is well to take poultry magazines. In addition, he and Mrs. Birchard took a course on poultry raising in a correspondence school—that is, they never completed the lessons, but they have the books to refer to. It gives them a chance to follow one man's idea by reading a book, Mr. Birchard says, while in the magazine you find many different ideas, occasionally conflicting. You have to like the work and watch the details, but you can make a neat profit in your spare time and enjoy yourself meanwhile. You have to have some leaning toward it, of course, and a liking to be out-of-doors.

The greatest satisfaction, he claims, is gathering the eggs in the winter time. Another good thrill, he finds, is in standing in the showroom and listening to complimentary remarks on his own fowls.

Mr. Birchard has been with the Illinois Central fourteen years. He started work July 1, 1907, just after he finished high school. He passed the examination to be an engineer in 1912, but has actually worked as one only about a year since then. He and Mrs. Birchard have two children: a boy 6 years old and a girl 4 years old, both of whom are shown with their parents and playmates in the picture.

Left a Last Word to the Magazine

Chilton R. Pleasants, agent at Bloomington, Indiana, was born November 27, 1875, and died May 9, 1921, at the age of 46 years, 5 months and 12 days. He entered the service of the Illinois Central Railroad Company in November, 1896, and worked twenty-five years as a faithful employe. He started as agent at Poseyville, Ind., coming to Bloomington, Ind., in 1912, as general agent, a position he held until his death. Mr. Pleasants had not been in the best of health for the past year, but his death came as a shock to the entire community.

On May 6 he left Bloomington with a party of friends in an automobile to attend the races at Louisville, Ky. While returning home, he suffered a stroke of paralysis. He was hurried to Paoli, Ind., a distance of about twelve miles, but he was unable to finish the trip home, and died there at 2 p. m., Monday, May 9. He leaves to mourn his death his wife and two daughters, Carol and Eugenia. Mrs. Pleasants and Miss Carol were with him when the end came, but Miss Eugenia, who was attending college at Greensburg, Pa., did not arrive until the following day.

C. R. Pleasants

"Chilt," as he was familiarly known, was a member of the Masonic and Elk fraternities and had a large acquaintance covering almost the entire Illinois Central System. His ever-present

smile (a characteristic of Mr. Pleasants), and his presence in general, will be keenly missed by his host of friends and relatives. He was succeeded by W. T. Pemberton, formerly agent at Linton, Ind.

Just a week before his death Mr. Pleasants wrote the following contribution on "Courtesy" for the *Illinois Central Magazine*:

"Through my twenty-five years' experience as an agent of this company, it has been proved to me beyond all question or doubt that courtesy and kindness in dealing with patrons of this company are the best business getters an agent has.

"No matter how small a patron's business is with us, he is entitled to kind and courteous treatment, and if such is received, he will go away satisfied. As all I have ever come in contact with have some little influence with friends, they will continue not only patrons of our company but advertisers as well.

"I have had hundreds of passengers brought to our line by people I did not even remember of having seen. My attention was called to the fact that they once took a trip over the Illinois Central Railroad, after buying a ticket from me, and that they got along all right, had no trouble at all changing trains and making connections with the correct and full information given them when they started. They wanted their relatives and friends to go via the Illinois Central because they would have no trouble.

"We all know that about 30 per cent of our passengers are inexperienced travelers and dread a trip of any distance. Disappointments with occasional late passenger trains and fall-downs in freight service can in almost every case be overcome by kindness and sympathy, and hundreds of small claims can be avoided by the same method.

"And so it goes, all the way down through our various departments. A courteous and attentive employe will always get along and is a railroad's best asset. Let's all resolve to practice this virtue even more than at present."

A Worthy July 4 at Gloster, Miss.

We think that the picnic given by the railway men of the New Orleans division of the Y. & M. V., at Gloster, Miss., on July 4, is well worth more than the casual mention it received in the newspapers, writes a correspondent.

On the day the Y. & M. V. ran special trains from both Baton Rouge and Vicksburg for the accommodation of the railway workers, their families and friends.

At 9:45 a. m. about fifteen hundred of these detrained at the spur north of Gloster and sought the cool shade of a fifty-acre park upon the rolling hills of Amite County with beautifying oaks and rolling lawn. A splendid dancing pavilion in the center afforded ample room for the younger and older couples who delight in these amusements. The music furnished by the Vicksburg Band must have been good to dance by, as we saw an aged minister whose feet involuntarily dropped into the two-step.

But dancing wasn't the only amusement, for every form of amusement that could appeal to the athletic or esthetic sense was provided and indulged in, from foot races for boys and girls less than 5 years old to the race of the fat men.

It was noted that the prizes furnished by the merchants of Vicksburg were won by those railway people residing at Baton Rouge. Baton Rouge has got so in the habit of growing that she followed her usual course of annexing the prizes, as she does other good things. I must not forget to mention the fact that Judge I. D. Wall of Baton Rouge was the orator of the day. He pointed out the obligation that every 100 per cent American citizen was under to maintain, conserve and hand down the glorious inheritance won for us by those

> Men of massive and gigantic mold,
> Whom we must measure as the Grecian sage
> Measured the pyramids of ages past,
> By the long shadows that they cast.

The speech was only twenty-five minutes long, but was packed with good logical reasons for the observance of law as the means of the perpetuation of the rights and privilege of all under the guaranty of the Constitution.

The day passed off without anything to

mar its beauties and its pleasures. Everything had been foreseen and provided for; plenty of ice water distributed in coolers all over the grounds; plenty of cold soft drinks, and one of the most magnificient dinners that it has been the pleasure of anyone to enjoy in a country noted for picnics and barbecues. Truly everything went on merrily as wedding bells; music and laughter and dancing and songs were the constant order of the day, and not a single accident of any kind on the ground or on the train; all arrangements carried out according to schedule.

I have not mentioned what I think was the best feature of the whole entertainment. Men who had read each other's letters, reports, etc., met for the first time and looked into each other's faces, felt the warm clasp of personal contact and realized that they were co-workers in a great enterprise of service, not for themselves alone, but for humanity. The railroad that furnished the transportation and the railway men who gave it and had the observance of the day in charge may safely congratulate themselves that not a soul failed to enjoy the day.

Things to Talk About

There is every reason to believe that the winter will find the country in the throes of a serious coal shortage, with industry paralyzed and widespread suffering, unless a much greater quantity of coal is mined during the next two months and placed in the hands of retail dealers and consumers.

It is a simple problem in mathematics. The country uses so much coal every year. The mines are able to produce and the railways are able to move this fuel, if the demand is distributed over the year. They are physically unable to mine and move more than a comparatively limited amount during the period of the year when the demand is greatest—the fall and winter. If sufficient coal is not moved, therefore, before this period of heavy demand, there will be suffering next winter.

The demand for coal so far this year has been exceptionally light. During the first four months the production of bituminous coal ran at the rate of more than 12,500,000 tons a month less than during this period last year. We know it was only through giving priority to coal movement that the railways were enabled to keep the country from freezing last winter—and the winter was one of the mildest of recent years. What will be the result of our folly next winter, if the condition which has existed during the first four months of the year is allowed to continue until too late?

Many thousand miners are idle or working only part time. Thousands of railway men who should be moving the coal traffic are out of work. Hundreds of thousands of coal cars and locomotives are standing on the sidetracks, waiting for the coal demand which must come. The miners would be glad to work full time. The railway men are demanding employment. The railways want to turn their equipment to use, to set it to earning.

But the mines can't operate unless they can sell their coal. They can't produce it and store it against the time of heavy demand as other industries can produce and store their merchandise. Individual consumers must buy.

Shortages of materials make for higher prices. If the country is vastly understocked on fuel and the mines and railways are overtaxed to produce and move the coal to supply demands, prices probably will advance. They certainly will not be reduced. Railway freight rates cannot be reduced until operating expenses are lowered and business stabilized; railway men see no hope for a general rate reduction this year.

These factors mean that *now* is the time to buy coal.

It is a big task to make people realize during the summer that they may freeze in winter. We are too prone to drift and throw ourselves into a frantic last-minute effort to save ourselves. But we must wake up on the coal situation. We should make it our duty as railway men to see that the country is apprised of conditions, and realizes their seriousness.

The urgent appeal which President Markham of the Illinois Central recently made for coal-buying has met a great response. His statement has been widely copied, circulated and commented upon. Numerous letters have been received stating that the writers had been moved by his appeal to lay in their winter supplies. The men of the Illinois Central have taken the cue and are laying in their own supplies. This is fine, but it must be continued.

Dr. W. W. Leake Resigns to Head Charity Hospital at New Orleans

Former Assistant Chief Surgeon, Army Major, Is Succeeded in the Work by Dr. H. W. Kostmayer

DR. W. W. LEAKE, assistant chief surgeon, Illinois Central and Y. & M. V. railroads, in charge of the Illinois Central Hospital at New Orleans since its founding in 1912, has resigned to accept an appointment as superintendent of the Charity Hospital at New Orleans, succeeding Dr. Stephen W. Stafford. Doctor Leake took up his new work August 1, 1921, but will continue as consulting surgeon on the hospital department staff at New Orleans.

To succeed Doctor Leake, Dr. H. W. Kostmayer has been promoted to the position of assistant chief surgeon, effective August 1. Doctor Kostmayer has been on the hospital department staff for ten years, and during his service he has been alternately district surgeon, consulting surgeon and acting assistant chief surgeon. During Doctor Leake's absence from this country while serving in the United States Army, Doctor Kostmayer was appointed acting assistant chief surgeon, and filled the position so satisfactorily that he has been selected as Doctor Leake's successor. Doctor Kostmayer is a graduate of Tulane University, served his hospital service in the Charity Hospital and since that time has been a member of the staff of the Charity Hospital.

Second Largest in Country

The New Orleans Charity Hospital is the second largest of its kind in the country, the Cook County Hospital, Chicago, holding first place. There are more than 1,200 beds in the New Orleans institution, and the work of superintending such a large institution is a great responsibility. However, the many friends of Doctor Leake among the employes and officials of the Illinois Central and Y. & M. V. railroads are quite sure that he will prove equal to the added responsibilities.

Dr. W. W. Leake

Doctor Leake is the son of Hunter C. Leake, district attorney for the System at New Orleans. He was born in West Feliciana Parish in 1884 and has been a resident of New Orleans since 1886. He received his early education in the public schools and T. W. Dyer's University School, graduating there in 1900 and entering the academic department of Tulane University. Upon receiving the degree of B. S., in 1904, he began his study of medicine at the medical department of the university and in 1906 received the degree of M. Ph. In 1907, during his junior year at the medical department, he was selected by competitive examination as an interne for Charity Hospital, remaining there two years,

until he received his degree of M. D. upon completion of his medical service in 1909.

Headed the Company Hospital

After graduation, Doctor Leake became house physician at the St. Charles Hotel and associate district surgeon of the Illinois Central Railroad Company. A year or two later the hospital department of the Illinois Central and Y. & M. V. Railroad companies was formed, and Doctor Leake was appointed as one of the four district surgeons to look after the hospital department work in New Orleans. On March 3, 1913, when the Illinois Central Hospital was established in New Orleans, Doctor Leake was appointed assistant chief surgeon in charge of this hospital. He remained in this position until entering the military service of this country during the war.

In July, 1918, he volunteered his services and was assigned to Loyola unit, which was organized by Dr. Joseph A. Danna and financed by Mrs. John Dibert. This unit went overseas in August, 1918. Doctor Leake entered with the rank of captain and when the unit became Base Hospital 102 was promoted to major. He was made surgical chief of the hospital at Vincenza, Italy, during the great offensive of the Italians against Austria. After Doctor Leake's return to this country and discharge from the army, he again took up his duties at the Illinois Central Hospital, where he has remained until the present time.

A Resident of New Orleans

In 1909 Doctor Leake married Miss Virginia deNeveu of Fond du Lac, Wis. With his wife and two children, he resides at 2315 Peniston Street, New Orleans. He is a member of the New Orleans Parish Medical Society, Louisiana State Medical Society, and American Medical Society.

Doctor Leake has been intimately connected with the Charity Hospital for the past twelve years, having received an appointment on the visiting staff of the surgical department in 1909. When the Louisiana Postgraduate School of Medicine was organized a few years later, Doctor Leake was made professor of gynecology and chief of the gynecological division at Charity Hospital. At the amalgamation of the Louisiana School with the New Orleans Postgraduate School of Medicine, he remained as professor of gynecology and chief of the gynecological division at the hospital.

Dr. H. W. Kostmayer

GEORGE H. GROCE DIES

George H. Groce, well known on the Illinois Central, which he served for six years, from 1904 to 1910, in general charge of the telegraph, electrical and signal services, died on June 29 at the home of his sister at Fulton, Ky. Burial took place at Fulton. Mr. Groce was born at Tarentum, Pa. His practical railway career began at the age of 16, when he entered the telegraph service, serving successively as operator, agent, dispatcher, chief operator and division superintendent. After leaving the service of the Illinois Central, he devoted his energies to several commercial enterprises in electricity. Paralysis caused his death, although he was active up to five days before his death. He was unmarried.

'Tis an Exciting Summer for Baseball Fans on Illinois Central System

Offices, Shops and Trains—North, West and South—Take Up the National Pastime Seriously

THIS has been an exciting summer in Illinois Central baseball circles. All over the system there has been activity, and local and intersectional games have been of frequent occurrence.

The race is now close in the General Office Baseball League at Chicago, two teams being tied for first place on July 16.

There are two, and sometimes three, games played every Tuesday, Thursday and Friday, and some close contests are being staged. At first some of the scores were large, one-sided affairs, but now all the teams are getting down to playing "baseball," there being low scores on each side in every contest. One recent game was a "no hit—no run" game for one team.

The leaders now have to play fast ball to keep from being beaten by the teams in the second division. Since the Burnside players have been using their star battery more frequently, they are mopping up the teams they play.

The league standing on July 16 was as follows:

TEAMS	G.	W.	L.	Pct.
Accounting Department	13	10	3	.769
63rd Street	13	10	3	.769
Engineering Department	13	8	5	.615
Burnside Shops	14	7	7	.500
Purchasing Department	12	5	7	.417
Operating Department	10	3	7	.300
Mechanical Department	11	3	8	.273
South Water Street	12	3	9	.250

Active at New Orleans

The Transportation League at New Orleans played its weekly double-header Saturday, July 2, at Holy Cross Park. George Dell, pitching for the Illinois Central Railroad, shut out the Southern Pacific Railroad by the score of 12 to 0, without a hit. The all-around playing of the Illinois Central Club featured, as Dell, pitching for the champion Illinois Central Club, threw the first and only "no hit—no run" game of the season!

Dell sent fourteen back to the cooler via the strike-out route. He passed two men, the only ones to reach second, and they died there. Not a man reached third base. "Busy" Berckes, the Illinois Central's keystoner, swinging his timber "a la Babe Ruth," poled one over the right field wall, clearing it by twenty feet. Harry Blackwell crashed out a three-bagger and helped to make it a shut-out by pulling down a long drive to deep center that looked like a home run. Ernie Perrin, playing short for the Illinois Central, accepted six chances without a bobble.

Without a doubt, the Illinois Central team ranks as one of the best semi-pro organizations in the Crescent City. The Illinois Central team leads them all!

Standing of the Transportation League, July 2:

TEAMS	G.	W.	L.	Pct.
Illinois Central	6	5	1	.833
Trans-Miss. Terminal	6	4	2	.666
Southern Pacific	5	3	2	.600
Louisville & Nashville	7	2	5	.286
Southern Railroad	6	1	5	.166

Plan Big Game at Champaign

With the assistance of Team Manager Heisler, Manager Said of the Illinois Central All-Stars will place a crack team on Champaign's diamond for a slugfest on Sunday, August 14.

To start with—George H. Culley will do the delivering. Having pitched for Little Rock, Ark., in the Southern Association, the Mississippi State College, and various

other teams throughout the Delta, he came to Chicago to work for the railroad. Culley is connected with the Engineering Department team of the Illinois Central League and just lately with the All-Stars.

Supporting Culley are: "Gene" Heisler, Horton, Shay, King, Ecklund, Bernbach, Stanley and Kiernan. Heisler, King and Bernbach were connected with the Operating team of the Illinois Central League. Stanley is a product of the Engineering Department team, and the fielding of Heisler, Bernbach and Stanley should be one of the big features of the game. The infield will be strongly protected by King on first, Shay at second, Horton at short and Ecklund on third. In all probability Kiernan will be stationed behind the bat.

A strong team represents Champaign, having a record of winning every game played.

Teams desiring games with the All-Stars may communicate with Manager C. M. Said, E. A. Heisler or E. J. Conway, Room 704, Central Station, Chicago.

An Even Break at Princeton

An even break was the best the Illinois Central 63rd Street Accounting Department team could get in a double-header played against the Princeton, Ky., K. I. T. Leagues on July 3 and 4.

The first game—score 4 to 0—was simply a set-up for the crack Illinois Central team. Culley, the star southpaw, was at his best. He struck out seventeen of the first eighteen men that faced him and twenty-two in the entire game. The first hit made by Princeton did not come until the eighth

Transportation Department, Chicago

Top row, left to right: James A. Henry, pitcher; Robert Stump, first base; Tom Ryan, right field; Charles E. Butler, Jr., center field; Howard Seiselmeyer, utility; Harold Barker, utility; Clyde M. Knodell, manager.

Second row, left to right: Jack A. Southerland, catcher; John F. Henry, third base; Robert Owens, short-stop; James Higgins, second base; Charles W. Gibblin, left field; James A. Crotty, pitcher.

inning. The pitching of Culley and the all-around speed and pep of the Chicago boys made the biggest hit so far this year in Princeton.

In some unaccountable manner (our correspondent says) the Princeton team struck their stride in the second game, defeating the Chicago boys by a score of 7 to 4.

Baker attempted to oppose Warner, ex-Southern Leaguer, but the opposition was too great, and Baker was relieved by Cassilin in the seventh inning.

The first game consisted mostly of a fusillade of base hits in the first inning which resulted in three runs for the Chicago boys. The firing started after two were out on successive swats made by Nelson, Dowling and Walker. The next assault was in the third, one more counting at the plate when Reha and Stanley singled after a walk to Bernbach.

Champaign Wins Another

On Sunday, July 17, a 7-coach special train took the rooters and the baseball team of the Illinois Central trainmen to Champaign to the game between the Chicago team and the team from the Champaign offices. The Champaign team has a private diamond, to which the train was switched for the day. Every one took picnic lunches, which were supplemented by various things on sale on the train. The score of the game was 8 to 6 in favor of Champaign.

Another Honor Voted W. O. Wood

W. O. Wood, a former Illinois Central man, president of the New York & Queens County Railway and vice-president and general manager of the Long Island Electric Railway and the New York & Long Island Traction Company, was elected president of the New York Electric Railway Association at the recent annual meeting held at Lake George. The retiring president is T. C. Cherry, vice-president and general manager of the Rochester & Syracuse Railroad.

Mr. Wood was born in Evansville, Ind., and secured his first railway experience with steam roads. He was for a time with the Louisville & Nashville Railroad, with the Flagler lines in Florida, and also with the Illinois Central Railroad. His service with the Illinois Central began in 1890 and lasted about ten years. He was secretary to the second vice-president at Chicago, chief clerk to the general superintendent at New Orleans and Memphis and trainmaster at Water Valley.

In 1900, he entered the electric railway field as general superintendent of the Rapid Railway, Detroit. Mr. Wood went to Brooklyn in 1903 to become superintendent of the elevated lines of the Brooklyn Rapid Transit Company, and in 1904 was promoted to assistant general superintendent of the company. He resigned in 1907 to engage in special work with the Interborough Rapid Transit Company, reporting to the late President Shonts. In 1908, he became president of the New York & Queens County Railway and an officer in other companies affiliated with the Interborough Rapid Transit Company.

A BID TO EVANSVILLE

With thirty-five furniture and stove manufacturing plants, Evansville, Ind., on the Indiana division of the Illinois Central, is one of the largest producers of these commodities in the United States, and certainly second to none on our railroad, according to C. C. Kunz, freight agent there. Mr. Kunz, with one eye to advertising Evansville and another eye to freight traffic that is likely to result, is boosting the second semi-annual furniture and stove market of Evansville, scheduled to be held there August 29 to September 3, inclusive. Mr. Kunz would like to see one dealer or more in attendance from every city on the Illinois Central System. The market is being thoroughly advertised in the trade journals throughout the United States, Canada, Mexico and Cuba. All jobbers and retailers are invited to attend. More than 150 firms in fourteen states, Mexico and Cuba were represented at the first market, held in April this year.

Busiest Part of Whole System Spreads Along Chicago Lakefront

Suburban Passenger Service Runs 348 Trains a Day and Handles About 70,000 of City's Workers

By A. BERNARD,
Supt., Suburban Passenger Service

THE last article I recall writing for the *Illinois Central Magazine* appeared in the December, 1917, issue. It was an appeal to the employes of the Illinois Central Railroad to be loyal and stick to their jobs. No doubt every reader of this magazine knows of individuals who failed to heed the admonition to "stick" and now are in exactly the predicament then forecast—out of employment and in financial difficulties.

This, however, does not hold true insofar as the Chicago suburban passenger service is concerned. The unrest, lack of interest in work, and dissatisfaction, so apparent among various classes of workers, did not appear to get even a toe-hold among the Illinois Central suburban service employes in Chicago, and the service today, as vouched for by our patrons, is the best in the world because of the experience, loyalty and genuine earnestness of the employes.

Handle 70,000 Passengers a Day

In the 37 miles of territory covered, 348 week-day suburban trains are operated, serving 51 stations and 6 country clubs and handling approximately 70,000 passengers per day.

To handle this traffic at its maximum, there are required 57 locomotives and 227 coaches, and the services of 747 employes, divided as follows: 112 enginemen and firemen, 172 conductors and trainmen, 14 engine foremen and helpers, 51 car department employes, 180 station agents and other station service employes, 30 station cleaners, 83 crossing flagmen, 53 switch tenders, 52 interlocking signalmen.

The efficiency and faithfulness of these 747 men and women is demonstrated by the fact that the 348 trains operated each day are invariably on time, notwithstanding the fact that they are at times scheduled as close as three minutes apart and there are seventeen interlocked and non-interlocked railroad crossings and drawbridges with which to contend.

Safety First Is Practiced

These 70,000 passengers are handled daily without friction. Train accidents are of rare occurrence. Such a thing as the death of a passenger is unknown, and the extremely few personal injuries which do occur are of a minor character, in most instances the result of carelessness on the part of the injured persons.

A. Bernard

The more important street and highway grade crossings are protected by crossing flagmen, and although traffic over some of them is extremely heavy, personal injuries and accidents at grade crossings are of no more frequency than they are in outlying territory on divisions where but few trains are run and highway traffic is very much lighter.

The mechanical department employes, although not included in the above mentioned list, play no small part in this highly efficient performance, and are entitled to their full

Illinois Central Terminal Tracks on the Chicago Lake Front

Above:- Looking north from Illinois Central Tower

Below:- Looking south

share of credit for the manner in which the Chicago suburban traffic is being served.

More Than Sixteen Trains an Hour

With 348 passenger trains a day and a rush-hour business of 253 passengers a minute out of two stations, one of the busiest parts of the Illinois Central System is the suburban service of the Chicago terminal division. As the week-day service covers 21 hours and 15 minutes, it can easily be seen that an average of more than 16 trains an hour is maintained for the benefit of the Chicago traveling public. This is one train every 3¾ minutes.

Running from Randolph street, on the lakefront downtown, just outside of the well-known "Loop," to the south side of the city and the suburbs beyond, the suburban service carries an exceptionally heavy load of traffic every day. The week-day begins at 3.30 a. m. and ends at 12:45 a. m. Within those limits, the suburban service handles 216 local trains, 12 39th street expresses, 171 other express trains, 26 specials, and 13 trains for the Chicago, Lake Shore & South Bend railway, an electric line running from Kensington around the lake shore into Indiana.

Territory Totals 37 Miles

The present schedules call for 143,133 train miles in a 30-day month.

The territory covered totals 37 miles, as follows: Randolph street to Matteson, 28 miles; 67th street to South Chicago, 5 miles; and Blue Island Junction to Blue Island, 4 miles.

Of the 70,000 passengers handled each week-day, about 40,000 are handled between 6 and 9

TIME TABLE.—Going North.

TO TAKE EFFECT JUNE 12, 1881.

STATIONS.	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	X 32	X 34	36	38	40	42	44
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
Riverdale.... *Leave*																						
Wild Wood																						
Kensington	5.40			7.30		8.25		9.10	10.25		1.30				6.10	6.15						
Pullman	5.43			7.33		8.28			10.28		1.33				6.13	6.18						
Grand Cros'g	5.55	6.47	7.16	7.45	7.57	8.36	8.50	9.22	10.37	12.58	1.41	3.00	3.47	5.16	6.22	6.28	6.36	6.57	7.17	7.57	9.56	11.01
Park Side	5.58	6.50	7.19	7.48	8.00	8.39	8.54		10.40	1.02	1.43	3.03	3.50	5.20	6.25	6.31	6.46	7.08	7.20	8.00	10.00	11.04
Oak Woods		7.00	7.28		8.05		9.00			1.10		3.15	4.34	5.30			6.47	7.09	7.35			
Wood Lawn	6.02	7.07	7.35	7.50	8.11	8.41	9.06		10.42	1.15	1.45	3.20	4.41	5.36		6.34	6.49	7.10	7.42	8.20	10.12	11.10
South Park	6.04	7.09	7.37	7.53	8.13	8.42	9.08		10.44	1.18	1.48	3.23	4.43	5.38		6.38	6.51	7.12	7.44	8.23	10.14	11.13
Hyde Park	6.06	7.11	7.41	7.56	8.15	8.44	9.10	9.30	10.46	1.20	1.50	3.25	4.45	5.40		6.40	6.53	7.14	7.46	8.25	10.16	11.16
Madison Park	6.07	7.12	7.42	7.57	8.16	8.45	9.11		10.47	1.21	1.51	3.26	4.46	5.41		6.41	6.54	7.15	7.47	8.26	10.17	11.17
Kenwood	6.09	7.14	7.44	7.59	8.19	8.47	9.13		10.49	1.23	1.53	3.28	4.48	5.43		6.43	6.56	7.17	7.49	8.28	10.19	11.19
43d Street	6.12	7.17	7.47	8.02	8.22	8.50	9.16		10.51	1.26	1.56	3.31	4.51	5.46		6.46	6.59	7.20	7.52	8.31	10.22	11.22
Oakland	6.14	7.20	7.49	8.04	8.25	8.53	9.18		10.54	1.29	1.59	3.34	4.54	5.49		6.49	7.02	7.23	7.54	8.34	10.25	11.25
Douglas	6.17	7.23	7.52	8.07	8.28	8.56	9.20		10.57	1.32	2.02	3.37	4.57	5.52		6.52	7.05	7.26	7.57	8.37	10.28	11.28
31st Street	6.20	7.26	7.55	8.10	8.30	8.58	9.22		11.00	1.35	2.05	3.40	5.00	5.55		6.55	7.07	7.28	8.00	8.40	10.31	11.31
27th Street	6.23	7.28	7.58	8.13	8.33	9.00	9.25		11.03	1.38	2.08	3.43	5.03	5.58		6.58	7.09	7.30	8.03	8.43	10.33	11.33
22d Street	6.26	7.31	8.01	8.16	8.36	9.02	9.27	9.48	11.06	1.41	2.11	3.46	5.06	6.01	6.51	7.01	7.11	7.32	8.06	8.46	10.36	11.36
16th Street	6.28	7.33	8.03	8.18	8.38	9.04	9.29		11.08	1.43	2.13	3.48	5.08	6.03	6.53	7.03	7.13	7.34	8.08	8.48	10.38	11.39
Van Buren St	6.37	7.42	8.12	8.27	8.47	9.12	9.37		11.17	1.52	2.22	3.53	5.17	6.12	7.02	7.12	7.22	7.43	8.17	8.57	10.47	11.47
Central Depot	6.40	7.45	8.15	8.30	8.50	9.15	9.40	10.00	11.20	1.55	2.25	4.00	5.20	6.15	7.05	7.15	7.25	7.45	8.20	9.00	10.50	11.50
Arrive	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

Note opening of 16th Street Station and discontinuance of Weldon.

TIME TABLE.—Going South.

TO TAKE EFFECT JUNE 12, 1881.

STATIONS.	1	3	5	7	9	11	13	15	17	19	21	23	25	27	29	X 31	X 33	35	37	39	41	43
Leave	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
Central Depot	5.50	6.00	6.10	6.30	8.05	9.15	10.15	12.10	2.15	3.00	3.50	4.30	5.00	5.25	5.30	5.50	6.10	6.30	7.30	9.15	10.15	11.10
Van Buren St	5.53	6.03	6.12	6.33	8.08	9.18	10.18	12.13	2.18	3.03	3.53	4.33	5.02		5.33	5.53	6.13	6.33	7.33	9.18	10.18	11.13
16th Street	6.02	6.12	6.21	6.42	8.17	9.27	10.27	12.22	2.27	3.12	4.02	4.42	5.12		5.42	6.02	6.22	6.42	7.42	9.26	10.27	11.22
22d Street	6.04	6.14	6.22	6.44	8.19	9.29	10.29	12.24	2.29	3.14	4.04	4.44	5.14	5.37	5.44	6.04	6.24	6.44	7.44	9.28	10.29	11.24
27th Street	6.07	6.17		6.47	8.22	9.32	10.32	12.27	2.31	3.17	4.07	4.47	5.17		5.47	6.07	6.27	6.47	7.47	9.30	10.32	11.27
31st Street	6.10	6.20		6.50	8.25	9.35	10.35	12.30	2.34	3.20	4.10	4.50	5.20		5.49	6.10	6.30	6.50	7.50	9.33	10.35	11.30
Douglas	6.13	6.23		6.53	8.28	9.38	10.38	12.33	2.37	3.23	4.13	4.53	5.23		5.52	6.13	6.33	6.53	7.53	9.36	10.38	11.33
Oakland	6.16	6.26		6.56	8.30	9.41	10.41	12.36	2.40	3.26	4.15	4.56	5.26		5.55	6.16	6.36	6.56	7.56	9.39	10.41	11.36
43d Street	6.19	6.29		6.59	8.32	9.42	10.44	12.39	2.43	3.29	4.17	4.58	5.28		5.59	6.19	6.39	6.59	7.59	9.41	10.44	11.39
Kenwood	6.22	6.32		7.02	8.35	9.45	10.47	12.42	2.46	3.32	4.19	5.01	5.31		6.02	6.22	6.42	7.02	8.02	9.44	10.47	11.42
Madison Park	6.23	6.33		7.03	8.36	9.46	10.48	12.43	2.47	3.33	4.20	5.02	5.33		6.03	6.23	6.43	7.03	8.03	9.45	10.48	11.43
Hyde Park	6.25	6.35		7.05	8.38	9.48	10.50	12.45	2.49	3.35	4.22	5.04	5.34	5.50	6.05	6.25	6.45	7.05	8.06	9.46	10.50	11.45
South Park	6.27	6.37		7.07	8.40	9.50	10.52	12.47	2.51	3.37	4.24	5.06	5.37		6.07	6.27	6.47	7.07	8.08	9.48	10.52	11.47
Wood Lawn	6.29	6.39		7.09	8.42	9.52	10.54	12.49	2.53	3.39	4.26	5.08	5.39		6.09	6.29	6.49	7.09	8.10	9.50	10.54	11.49
Oak Woods		7.00		7.28	9.00			1.10	3.13	4.34		5.30			6.47	7.09	7.35					
Park Side	6.32	6.42		7.12	8.45	9.55	10.57	12.52	2.56	3.42	4.28	5.10	5.41		6.12	6.32	6.52	7.12	8.12	9.52	10.57	11.52
Grand Cros'g	6.35	6.45	6.48	7.18	8.48	9.58	11.00	12.55	2.59	3.45	4.31	5.15	5.45	5.59	6.15	6.35	6.55	7.15	8.15	9.55	11.00	11.55
Pullman	6.44		7.02			10.07	11.09				4.42		5.54	6 12								12.02
Kensington	6.47		7.05			10.10	11.12				4.45		5.57	6.15								12.06
Wild Wood																						
Riverdale																						
Arrive	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

Trains will Stop only at Points where Time is given.

Chicago Suburban Time Table Forty Years Ago

a. m. and between 3 and 5:30 p. m. Between 3 p. m. and 5:30 p. m. traffic is the heaviest. A count made recently of passengers leaving from Randolph and Van Buren street stations between these hours showed from Randolph street 10,715 and from Van Buren street 7,807, a total of 18,522 passengers—an average of 124 passengers per minute, the peak being 3,800 in fifteen minutes from 4:30 to 4:45 p. m., or 253 per minute.

Add New Equipment and Trains

To improve the already splendid suburban service to the south side of Chicago, we are now adding twenty new all-steel closed vestibule coaches for regular service. These coaches are 72 feet 7½ inches long and have a seating capacity of 84 passengers, or almost double the seating capacity of our present standard suburban car. The new cars are electric lighted and so arranged that they will be suitable for electric operation when that is installed.

On the west side of Chicago, where we have been operating a limited suburban service between Randolph street and Addison, we doubled, beginning August 1, the service as far west as the Speedway Hospital. This new government hospital, which was opened for the reception of disabled soldiers on August 1, will care for about 1,500 patients.

Had the Jury on the Witness Stand

Colonel Robert N. Miller, one of Mississippi's distinguished attorneys, legal representative of the Illinois Central, at Hazelhurst, Miss., tells the following unusual story of the trial of a case against the company there:

Very many years ago a man who lived near the railroad and who was in the habit of making a pasture of the waylands had the misfortune to have his favorite cow, Sookie, killed. The circumstances were such as to make the company responsible for the killing.

Sookie, unlike the majority of animals killed by the railroads, was not of registered stock, but a plain piney-woods native cow. The owner, however, demanded $75 for her and scorned a compromise offer of $25. The lawsuit followed.

The plaintiff's witnesses testified as to color, probable age and size of the animal, and further that in her best state of lactation Sookie yielded only about one pint of milk a day; but nevertheless they stuck to it that she was worth $75. The railroad had no witnesses, and the outlook for the defendant seemed very gloomy, indeed.

"The only thing in our favor," said Colonel Miller, "was a jury of good farmers, and I at once determined to use them as my witnesses. One after another they were called to the witness stand and promptly qualified. The first juror, when interrogated as to the value of such a cow as Sookie had been described by the plaintiff's witnesses, hesitated a moment and then replied: 'Well, sir, she was worth not to exceed $12.50.' The others of the jury were then introduced and concurred in his estimate. Afterward they retired to the jury room and promptly returned a verdict for $12.50."

FRANK J. BECHELY DIES

Frank J. Bechely, at one time superintendent of the old Dubuque division of the Illinois Central, died at his home in Chicago on July 18. Burial was at Bothwell, Ontario, Canada.

Mr. Bechely was connected with the Illinois Central for several years. When the Illinois Central was extended from Chicago to Rockford, he was employed at Rockford as a dispatcher, this being in 1888. When the road was continued to Freeport he went there as a dispatcher and was later sent to Iowa by the company. He was eventually transferred to Dubuque, where he served successively as chief train dispatcher, trainmaster and later as superintendent of what was then known as the Dubuque division.

About eight years ago he retired from railway work and engaged in the real estate business, selling western lands. Later he returned to railway work and organized a company to build a road from Scales Mound, Ill., to Bloomington, Wis

Coal, Once Burned, Is Gone Forever, and With It Its By-Products, Too

Fuel Conservation Is a Personal Matter for Each, and Proper Care Is Not Easy to Take

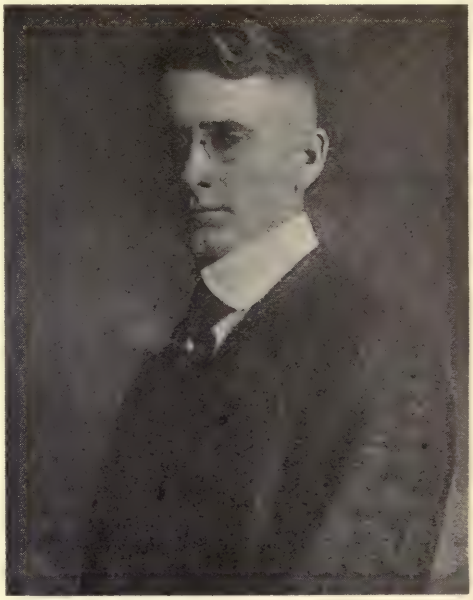
By G. M. O'ROURKE,
Roadmaster, Mattoon, Ill.

WE see in the present necessitous condition of mankind that, wherever any benefit is bestowed by nature in an unlimited abundance, we have it always in common among the whole human race, and make no subdivisions of right and property. Water and air, though the most necessary of all objects, are not challenged as the property of individuals, nor can any man commit injustice by the most lavish use and enjoyment of these blessings. In fertile, extensive countries with few inhabitants, land is regarded on the same footing. And no topic is so much insisted on by those who defend the liberty of the seas as the free use of them in navigation. This great country went to war to preserve that liberty, and our flag now sails the seven seas in unrestricted commerce.

The use of air and water without restraint does not exhaust the supply. Economy is made necessary because of the cost of impounding and distributing water and compressing air for commercial purposes, but their nature is not changed. Not so with coal. When it is used for the one purpose required by the railroad—draw bar pull—it is gone forever, and along with it are the by-products. These are certain tarry and watery substances of more or less offensive odor remaining from the transformation of coal into coke and gas. From these substances are secured:

The Many Gifts of Coal

Creosote, aniline, sodium cyanide, muriate of ammonia, sulphate of ammonia, carbonic acid gas, potassium cyanide, paste blue and blue for enamelers, linoleum stain, wallpaper stain, printing inks, laundry blue, cyanogen green and purple, ammonia, prussiate of potash, cyanogen liquor, carbonate of ammonia, carbozol, crude light oil, copperas, nitrate of ammonia, tar, naphthalene, pyridine, pitch, authracine oil, nitra-benzene, carbolic acid, naphthol, alizarine, anthra-quinone, phenanthrene, gas liquor, prussiate of soda.



G. M. O'Rourke

It Is an International Question

There are others, but the foregoing should bring the intelligent person to think seriously. If this paper will but cause the reader to do that, to believe that "I must give the matter of coal saving more thought"—and associate with that one "I" the six "I's" of accomplishment: Industry, Integrity, Intelligence, Initiative, Intensity and Inspiration—it will have been well worth the writing.

The subject is not merely of local or even national interest, but is being seriously considered all over the world. At the last convention of the International Railway Fuel Association, papers were read under the authorship of C. E. Uddenberg, superintendent of motive power of the governmental

railroads of Sweden, and M. deBoysson, chief of the locomotive service, Paris-Orleans Railway, France. In Europe the question of locomotive fuel consumption has always been one of great importance, for the cost of coal, even before the war, has been relatively high, and the yearly fuel bill represents a large proportion of the total operating expenses.

A Matter for Each, Personally

Statistics are not considered within the scope of this article. They are presented monthly by the division fuel conservation committees and should be given the close study deserved. Analysis will impress the student with the exigency facing us, but many are not successful analysts, and it is to those the writer would appeal to consider the grave necessity for sincere personal attention to ways and means of conservation and avoiding waste. Let it suffice to say that the fuel bill of the American railroads has increased almost 170 per cent since 1916, and that greater economies in the use of coal must therefore be brought about through greater efficiency in the firing of locomotives and through the thoughtful consideration of all persons interested in the operation of the railroad.

What we must do is all that concerns us—not what our contemporaries think. It is hard, because we will always find those who think they know what our duty is better than we know it. Let us do our work, and we shall reinforce ourselves.

It may be easier, and probably convenient:

To fail to attend meetings of the division fuel conservation committee and take an active part,

To depend upon other committeemen to reach a personal contact with employes,

To let engines out without checking adjustment of valves, running gear, power reverse gears, grate shakers, fire-door openers, etc.,

To fire up an engine some time before needed,

To fill up the fire-box when running and sit down,

To put on a slow order under excuse for safety over track work where possible to maintain higher speed with more work, and

To dispatch trains without regard for conservation of fuel;

But to do so does not save fuel.

Our fuel resources are priceless, and the waste of them is a crime. Air we have always with us: rains fall annually in very arid regions, but coal once used is gone forever.

Additional Committees

Below is the personnel of the traveling engineers' fuel conservation committees, organized on each grand division to assist the general and division committees, and to promote greater interest and activity among enginemen and firemen:

NORTHERN LINES: C. L. Zanies, chairman, Clinton, Ill.; J. H. McGuire, secretary, Centralia, Ill.; S. Turlay, East St. Louis, Ill.; H. E. Exby, Carbondale, Ill.; R. Rogerson, Chicago Terminal; W. B. Davis, Chicago Terminal; W. E. Ellwood, Champaign, Ill.; W. E. Rosen-

Chicago—Something Good for That August Lassitude

baum, Champaign, Ill.; G. H. Danvers, Mattoon, Ill.; John McIntyre, Clinton, Ill.

WESTERN LINES: H. G. Bridenbaugh, chairman, Freeport, Ill.; W. T. Getty, Freeport, Ill.; W. L. Ickes, Dubuque, Iowa; S. B. Chapman, Fort Dodge, Iowa.

SOUTHERN LINES: P. H. Ryan, chairman, Paducah, Ky.; J. W. Shepherd, vice-chairman, Fulton, Ky.; J. J. Millett, Louisville, Ky.; J. L. Harrington, Jackson, Tenn.; C. E. Sieber, Water Valley, Miss.; J. D. Harrell, McComb, Miss.; J. M. Hoskins, McComb, Miss.

Y. & M. V. LINES: B. J. Feeny, chairman, Memphis, Tenn.; Floyd Walton, secretary, Memphis, Tenn.; E. Von Bergen, Memphis, Tenn.; H. V. Neville, Memphis, Tenn.; H. I. Fletcher, Greenville, Miss.; J. Cronin, Vicksburg, Miss.

For Saving in Locomotive Maintenance

By R. W. BELL,
General Superintendent of Motive Power

LOCOMOTIVE maintenance is not only related to fuel economy; it is fuel economy in fact.

Next to wages, the fuel bill of the Illinois Central System constitutes the largest single item of expense.

Locomotive maintenance is the only method of conserving fuel that will of itself show a net profit in addition to the fuel saved. Every item of maintenance that makes for fuel economy also promotes operating efficiency and increases the life of the locomotive; therefore the good effects of maintaining locomotives are cumulative.

In 1920 locomotives on this system consumed 4,735,322 tons of coal, costing $15,681,381.98, divided for use in different classes of service as follows:

Freight	3,069,343 tons
Passenger	960,727 tons
Yard	95,157 tons

The following table shows work performed by engines in each class of service:

Freight	36,849,449,000 gross ton miles
Passenger	100,450,040 car miles
Yard	10,448,844 switch engine miles

The Performance per Unit of Service

The gross ton miles represent the total scale weight of the car and the lading hauled one mile. The passenger car miles represent the total movement of all of our passenger train cars, while the switch engine miles are computed on a basis of six miles an hour for all yard engines, a summary of which gives us the following performance per unit of service:

Freight	167 lbs. per 1,000 gross ton miles
Passenger	1,913 lbs. per hundred car miles
Yard	135 lbs. per switch engine mile

We had in service last year the following number of locomotives:

Freight service	1,098
Passenger service	363
Switching service	298

Each one of these locomotives represents a certain definite investment on which a return must be made. This can be done only by maintaining it in a condition to accomplish maximum results in the way of locomotive performance.

A locomotive can only be said to represent 100 per cent value when it is maintained in such a manner to give 100 per cent service. To allow it to deteriorate so that it cannot perform efficient service destroys a proportionate amount of the investment, which would be measured according to its actual physical condition.

Waste Is Inexcusable

Fuel is potential energy, and the locomotive is the medium through which this energy is transformed into powerful action. The sole object of putting fuel into a locomotive firebox is to develop power at the draw bar, and waste, due to failure to maintain this medium through which power is developed and applied, is inexcusable.

The locomotive must be in good condition. No other single factor is of so much consequence in promoting the economical use of fuel.

What is meant by a locomotive in good condition? It means a boiler which generates steam freely and economically; proper steam distribution through the cylinders; efficient mechanism for transmitting the power developed in the cylinders to the only place where the power of the locomotive can be measured: namely, the draw bar at the rear of the tender.

For the purpose of considering locomotive maintenance and its relation to fuel economy, the locomotive may be divided into the boiler, the valves and cylinder, and the machinery. The boiler, to promote economy of fuel, must be properly designed, with ample grate and heating surface. It must be clean; the grates

must be level and easily shaken and in good condition; the ash pans and grates must have ample air openings to aid combustion; the fire door should operate easily, and the fire tools should be in good condition; the flues must be clean; the flue and fire-box must be free from leaks; the smoke-box must be airtight; the smoke stack and nozzle must be in line, and the draft appliances must be in good condition and properly adjusted.

Selling the Goods

I called on an old man with my official guide in order to assist him in mapping out a route for his summer vacation, as I knew he had been suffering with rheumatism all winter, and I felt sure that as soon as warm weather arrived he would want to go somewhere to be treated. He had decided to go West.

As he had not had suggestions from anybody as to any other good place to go, I found it very easy to induce him to make the trip to Mount Clements, Mich., via the Illinois Central and another line from Chicago. His reservation was made by me, his tickets obtained, and he left Jackson, Miss., on our Panama Limited for Chicago.

There is some "old man" in every town on the Illinois Central and Yazoo & Mississippi Valley who is going to take a trip this summer. Unless the agent is on the job, he is going West, and the chances are we will not get the "long haul."

A merchant would hardly continue the services of a clerk who could never sell any of his merchandise. Do you, Mr. Agent, expect the Illinois Central to keep you in its service unless you are able to sell some of its merchandise?

As for me, I am going to sell all the goods that I can. It is true that my competitors are many, but my goods are the best; and that is what the public and the "old man" are looking for—the best.

It cost me nothing to make the Illinois Central $50 in fifty minutes. It cost the Illinois Central 50 cents. —B. C. Heidelberg, *Agent, Flora, Miss.*

Too much stress cannot be laid on the necessity for keeping boilers clean, because, in addition to effecting a material saving in fuel, this increases the efficiency of the locomotives and materially prolongs the life of the flues and fire-box sheets.

Frequent and thorough boiler washing is the foundation of proper boiler maintenance, and this has been recognized in all standard boiler inspection rules.

A comparison of a number of authoritative tests on the effect of fuel losses due to boiler scale indicates that scale 1-16 inch thick will increase the fuel cost approximately 15 per cent, and scale 1-4 inch thick will increase fuel cost approximately 60 per cent.

Assume that during the past year 50 per cent of our engines contained scale 1-16 inch thick. This means a loss of $1,176,103.64. While this may not have been the condition, it is quite apparent that there is a possibility of large saving in this one particular item by close attention on the part of all concerned.

Must Get Power to Draw Bar

A boiler that is clean and in the best condition can do no more than generate steam. Proper steam distribution to and from the cylinders must be had; the steam must be made to do efficient work. If the valves are out of square or blowing, if the valve gears are badly worn, if valve chambers or cylinders are badly worn or out of round, if the cylinder packing is worn or broken, if leaky piston rod packing or leaks about the steam chests or cylinders dissipate the steam that should and could be made to work, we can expect no improvement in our fuel performance.

Assuming, however, that the boiler is in good condition, that the steam distribution is good, and that there is no waste of steam through leaks, we can see it remains to deliver this power at the draw bar, and this cannot be efficiently or economically done through the medium of worn-out machinery. Rods in bad condition, boxes or journals loose, wedges which require adjusting and tires badly worn are poor mediums through which to transmit energy.

Some of the repairs which could do the most toward reducing fuel consumption and improving locomotive performance, arranged in what is believed to be the order of

the relative importance, are: setting the valves properly and maintaining valve motion, washing the boilers, keeping the flues clean, eliminating steam leaks about cylinders and steam chests, and maintaining driving boxes and rods, all of which is entirely incumbent upon the master mechanic and his subordinates.

Many fuel tests have been made. As previously stated, the first requirement is that the locomotive must be in good condition, thus implying that the relation of locomotive maintenance to fuel economy is a vital consideration.

Carelessness Can Spoil All

We have gained nothing by making fuel tests to determine, for instance, the amount of fuel that can be saved by applying a superheater to a locomotive, with everything in good condition, if, when the locomotive properly equipped is placed in regular service, we operate it with superheater tubes stopped up, clinkers at the end of the superheater units and honeycomb on the flue sheet, thus making, in effect, a condenser out of what should be a superheater. If to this we add 1-8 inch of scale on the interior of the boiler, we have lost more in efficiency than we can possibly hope to gain by the application of the superheater.

If we apply a brick arch to a locomotive to increase the length of the flameway in the fire-box and to promote better combustion, and then continue the locomotive in service with the flues leaking or stopped up, with the grates in poor condition and with the arch tubes coated with scale, we have lost all of the efficiency which should have been gained by the application of the arch; and in addition we have increased the probability of accident and locomotive failure.

The co-operation of all employes concerned is earnestly requested.

How Others Can Help to Save Coal

By V. R. BYRD,
Conductor, Memphis, Tenn.

AS an old employe, twenty years in service of the Illinois Central and Yazoo & Mississippi Valley, I notice with a great deal of pride and pleasure that my old superintendent has been chosen as chairman of the committee. I feel no hesitancy in submitting a few suggestions on a live subject: viz., conserving fuel.

In the first place, I always attend the meetings at the fuel car when it visits our railroad, and from Mr. Dodge and Mr. Lindrew I have learned a great many valuable facts, in addition to what I have observed already in my daily experience in yards and out on the road. While it is true that it is up to the engineer and fireman to a large extent to cut the coal bills, we others can do our bit. I have in the past done, and in the future expect to do, my best to assist them in any way possible. The conductor, brakeman, car repairer, yard crew, bill clerk, agent and dispatcher, all can do their bit and eliminate a great deal of waste if they see fit.

The conductor, who is in charge of the train, and, next to the engineer, the highest employe, can render a great saving by being on hand and ready to go at the right time; by supervising the switching, picking up cars on line in proper place, thus saving switching at terminal, which costs money; by seeing that his crew release all hand brakes prior to departure of train, that air is O. K. and no leaks, for with hand brakes set and a leaky train line the man on the head has hard sledding to get his train going under such difficulties.

When picking up cars on line, the air should be cut in when the engine is coupled on cut, for if a bad train line is found, if the train crew is unable to repair the defects, they should switch the car to the rear. This may take time, but will save coal and delays in the long run and pay for the move.

The car man can do his part by looking over the train, catching defects and remedying them prior to leaving time. It is a very trying situation to a train crew to find out when all ready to go that the 26th or 77th car in train is bad order. This requires

a bad delay in setting the car out or a worse one in waiting for it to be repaired.

The yard crew can do their part by making up the train in station order, switching out all bad orders, no bills, etc. Couple track, have caboose on and everything set to ride on list. It is very disheartening to a crew to go to the yard and have to wait on a train to be made up.

A Chance for the Bill Clerk

The bill clerk can materially assist in the good work by billing cars correctly, both as to initials and numbers. Otherwise, cars will have to be set out. This means delay, and delay means money spent unnecessarily.

The agents at terminals and other junctions and others can assist by seeing that yard clerks have a correct check of the train and bills lined up for pick-up train. Agents at small points can save time and money by making out the switch list properly. We have a number who do not do this.

The dispatcher can save more money than any one else, for he is the main man and master of ceremonies, as it were. He can eliminate lots of unnecessary stops and detentions by issuing 19 orders. Happily, many of them are doing this with success.

The conductor on a local can save the company a lot of money by keeping himself advised of the movement of all dead freight and manifest trains and block signal territory. He can have his work arranged so he can get into the clear without stopping the superior train.

On one district I ran a local more than a year, and I believe I am safe in saying I never delayed a through manifest or passenger train.

Figures show it costs six hundred pounds of coal to stop a freight train, and if I have the interest of my employer at heart I can at least live up to instructions and get out of the way and let the man go who can. Besides the delay in stopping the train, there is a danger of draw bar trouble, air brakes sticking and having to slack the train away. The easiest way out is the best. A delay of a few minutes to a local may save a through freight an hour's delay somewhere else.

Women Become Railway Workers

Women workers now are flocking to the employ of the nation's railroads. Nearly 100,000 women are helping to build lines and maintain and operate existing systems, a forthcoming report of the Interstate Commerce Commission is expected to show.

Women constituted in 1920 nearly 5 per cent of the nation's 2,000,000 railway employes, according to a census taken by the commission, and the number is increasing daily. The commission now is preparing a new census of female railway workers for 1921.

The 1920 census shows that women are going in for all kinds of rail work, heavy as well as light. They are cleaning engines and headlights in roundhouses, keeping watch night as well as day at dangerous grade crossings, operating telegraph keys, carrying messages of train dispatchers, and even doing carpentry and other heavy work in the railroad shops.

In some jobs, women, the railroads are learning, are more efficient than male workers. Some jobs in which numbers of women are at work are:

Attendants, more than 1,000; cleaning, 4,000; shop workers, more than 1,000; station agents and assistants, 1,200; telegraph and telephone signal service, nearly 2,000; car department, 1,500.

More than 400 women are at work in each of these classes of jobs:

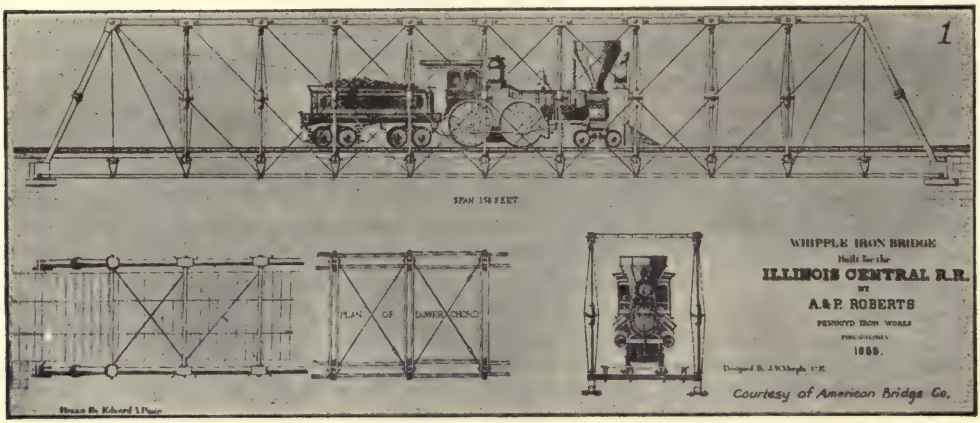
Messenger service, roundhouse general work, watchwomen and warehouses and docks.

Nearly 300 women are listed as common laborers, while 500 were taken on from roundhouse clerical work. More than 100 are at work wiping engines in the dirt and grease of shops and roundhouses, while a few are employed at turntables.

The census shows that more than 50,000 are annually employed in clerical jobs. But the proportion of women workers in other lines of endeavor is increasing at a much faster rate.

A Pictorial History of Our Bridges

By S. F. GREAR, Chief Draftsman, Bridge Department



No. 1—This photograph of an old drawing, received recently from the American Bridge Company, shows the first metal bridge erected on the Illinois Central Railroad. The truss was fabricated in 1859 at the shops of the Pencoyd Iron Works, and was erected in 1860 over the Cache River at Ullin, Ill. The span was 158 feet long. There is nothing to show the material, but without doubt all of the stiff members and connections were cast iron and the tension members were wrought iron. Some idea of the designing load may be obtained from the picture of the engine which is drawn on the span.

No. 2—The span shown in picture No. 1 was replaced in 1879 by the span pictured above. This was a combination span having timber for all stiff members and wrought-iron rods for tension members. The floor beams were of wrought iron and stringers of wood. A great many of these spans were built about that time, but they have now all been replaced. The last span of this type, at Hodgenville, Ky., was replaced in 1918.

No. 3—The combination span, No. 2, was replaced in 1897, at the time this portion of the line was double-tracked, with the span shown above. This is a steel truss with pin-connected joints and is still in service.

No. 4—This view shows a 150-foot span at Pond River, near Bakersport, Ky. This represents the most modern practice in the construction of truss spans. All of the members of this truss are stiff members, and all joints are riveted, making an extremely rigid span.

Analysis Shows Most Excellent Results of "No Exception" Campaign

New Orleans Terminal and Southern Lines First in June, but Others Show Greatest Improvement

By C. G. RICHMOND,
Superintendent, Stations and Transfers

THE final figures of the June system "No Exception" campaign, the ultimate object of which was to reduce freight claim payments on the Illinois Central and Yazoo & Mississippi Valley, show a marked increased efficiency in the handling of L. C. L. freight as compared with March.

The June "No Exception" statement, published in the July number of the *Illinois Central Magazine*, showing a rank of divisions and detail of exceptions charged, was based on the number of exception reports received.

In determining the rank of competing divisions from the standpoint of efficiency in the handling of L. C. L. freight, the tonnage handled compared with the number of exceptions charged is considered a proper efficiency basis.

The New Orleans terminal division ranks first among divisions for June, handling 750 tons per exception; the Illinois Central Southern Lines rank first among the grand divisions, handling 365 tons per exception.

The system as a whole handled 149 tons per exception in June, compared with 34 tons in March, an increase of 115 tons, or 338.2 per cent.

The Greatest Percentage of Increase

The Louisiana division handled 563 tons per exception in June, compared with 36 tons in March, an increase of 527 tons, or 1,463.8 per cent. This is the largest percentage of increase in tons handled per exception shown by any division.

Illinois Central Western Lines handled 312 tons per exception in June, compared with 33 tons in March, an increase of 279 tons, or 845.4 per cent. This is the largest percentage of increase in tons handled per exception shown by any grand division.

The tonnage handled and exception reports received in June compared with March show a remarkable increase in efficiency, the tonnage decreasing 26,827 tons, or 8.5 per cent, while the exceptions decreased 7,251, or 78.9 per cent.

As a result of this increased efficiency, the number of claims presented for April, May and June, compared with those for the same period last year, show a decrease of 12,248, or 29.5 per cent; claims paid for lost packages during this same period show a decrease of 1,550, or 53.8 per cent.

Work Is a Pledge to the Future

The management is very much pleased and has expressed its appreciation of the splendid results which have been obtained during the past three months' "No Exception" campaign, and there is no doubt that the increased efficiency in the handling of L. C. L. freight as shown by all divisions will be reflected in a material decrease in freight claim presentations and payments in future months.

With the closing of the report for June, the special "No Exception" campaign ended, but it is not the intention of the management that the activities of employes in eliminating causes for exceptions be reduced in any way. The same methods which made it possible for these lines to make such a wonderful

The Last Straw

Overlooking things is only a habit, and it ultimately leads to but one end—a Time Ticket. The first oversight leads to a second; the second to two more, from which spring four more, and so on, until the camel's back is broken.

Avoid the habit and you will be ever immune to the consequences. Remember that the straw that broke the camel's back had a lot of assistance.—E. P. O'DONNELL, *Stenographer, President's Office.*

showing should be continued by all departments, and the standard of efficiency shown during June maintained in succeeding months.

The following is a statement showing the tonnage handled and exception reports received against each division and grand division for June, also the increased efficiency in the handling of L. C. L. merchandise during June as compared with March, the month preceding the first "No Exception" campaign.

DIVISION	Total Tons Handled June	Total Exceptions Received June	Tons Handled per Exception June	Total Tons Handled March	Total Exceptions Received March	Tons Handled per Exception March	Decrease Exceptions June Compared With March	Increase Tons Handled per Exception June Compared With March	Percentage of Increase in Tons Handled per Exception June Compared With March
New Orleans Terminal	52,568	70	750	46,352	298	155	228	595	383.8
Louisiana	9,578	17	563	10,258	281	36	264	527	1,463.8
Tennessee	11,733	22	533	12,422	201	62	179	471	759.6
Minnesota	8,676	23	378	9,330	211	44	188	334	759.0
Memphis	4,617	14	330	5,153	213	24	199	306	1,275.0
Wisconsin	8,574	26	330	9,182	374	25	348	305	1,220.0
New Orleans	10,972	37	297	13,627	349	39	312	258	661.5
Iowa	11,490	43	267	15,929	494	32	451	235	734.3
Springfield	11,291	44	257	11,755	419	28	375	229	817.8
Vicksburg	4,418	28	158	5,031	95	53	67	105	198.1
Illinois	6,820	44	155	12,043	342	35	298	120	342.8
Kentucky	17,400	115	151	24,381	492	49	377	102	208.1
Indiana	14,015	113	124	10,879	458	24	345	100	416.6
St. Louis	33,770	307	110	36,379	1,244	29	937	81	279.3
Mississippi	3,339	35	95	5,120	103	50	68	45	90.0
Memphis Terminal	27,263	314	87	30,284	988	31	674	56	180.6
Chicago Terminal	52,346	681	77	57,632	2,622	22	1,941	55	250.0
GRAND DIVISION									
Southern	94,618	259	365	98,533	1,426	69	1,167	296	428.9
Western	28,740	92	312	34,441	1,079	33	987	279	845.4
Y. & M. V.	47,270	393	120	54,095	1,594	34	1,201	86	252.9
Northern	118,242	1,189	99	128,688	5,085	25	3,896	74	296.0
Total	288,870	1,933	149	315,757	9,184	34	7,251	115	338.2

Total Tons L. C. L. Handled March	315,757	
Total Tons L. C. L. Handled June	288,870	
Decrease	26,887	8.5%
Total Exceptions Received March	9,184	
Total Exceptions Received June	1,933	
Decrease	7,251	78.9%

Things to Talk About

Much of the agitation for lower rates has been coming from the granger section, and rates on grain especially are being subjected to attack. Statistics just compiled by the Bureau of Railway Economics show that the heavy export movement of domestic wheat begun in July, 1920, had, up to May 1 this year, exceeded the export in any twelve months' period for the last six years. It was greater, with one exception, than any like period since 1911.

The export movement of domestic wheat for the first four months of 1920 far exceeded that of any other like period for the last six years.

Exports of all other leading domestic grains, except oats, also were greater in the first four months of 1921 than for any other like period in the last three years. The export of oats during the war exceeded the exports of the last year.

One Actress All Our Own Is Found for Illinois Central Theater-Goers

Miss Gladys Coburn, Daughter of Employe, Thanks the Road for Her Start in the Profession

MISS GLADYS COBURN, a noted stage and screen actress, is a member of the Illinois Central family. She attributes the start of her theatrical career to the Illinois Central Railroad. Her father, Frank P. Coburn, of Paducah, Ky, has been in the service of the company since 1895, the last fifteen years in the passenger service, and it was through him that she obtained passage to New York in 1914 to attend dramatic school, and to get her first experience on the stage. If it had not been for this transportation, she says, she might not have gone to New York.

Miss Coburn had no intention of becoming an actress at the time of the trip East, she says. She had attended Central College at Louisville, Ky., and had found there that she was interested in the study of the drama. Then, too, the chance to visit the metropolis appealed to her after many months of conscientious study at school.

After a 6-month course at the dramatic school, Miss Coburn heard of a theatrical producer who was in need of a character for a new play, "Too Many Crooks." Unknown to her parents, she and a friend went to the producer's studio to make inquiry. Not fully realizing what she was doing, but extremely thrilled with the new experience, she says she accepted a position for a minor role in the play. The enthusiasm of the producer over her Southern type—just the type he desired for the vacant part—is what caused her to accept the offer more than anything else, she says.

Met With Rapid Success

When her mother and father were informed of the step, they protested, but earnest pleading on the part of the daughter won their consent. However, Mrs. Coburn went to New York to be with her daughter. The two went hand in hand, and the mother proudly watched the talent of her daughter forge its way into prominence. It was not long until her ability attracted other producers, and better offers began to pour in. Then her mother returned to Paducah, Ky., to attend to her home duties.

When there, the fact that her daughter was out in the world alone made more of an impression on her mind than ever, and she decided that it was best to get the family together. By this time, Miss Coburn had become the leading lady in a production with the popular star, Julian Eltinge. But she gave it all up at her mother's request, and returned home.

And Then Into the Movies

When a year had elapsed, a return to her profession was the first desire in Miss Coburn's mind. She had friends who were in moving picture companies. The screen proved to be her new ambition.

Henry Savage gave her a chance in a production of "Madame X," with Dorothy Donnelly in the leading role. She was fortunate in having friends in the company, she said, for she took a part immediately without going through the usual preliminaries.

Again her unusual talent brought her to the foreground, and she has appeared in the productions of some of the leading motion picture concerns, such as Fox, Metro and Selznick. She was in the Hugo Ballin production of "East Lynne." She also appeared as leading lady with William Farnum in the Fox production of "Heart Strings."

Then the desire to be before the lights of the stage again presented itself. It was too much to resist after she had once been there. So she reported for rehearsals with the "Century Girl" company in New York. She was surprised to find that she was not able to act as well as formerly, she said. It was just like beginning all over again. Her voice failed to obey, she said, because it

had not been employed in the movies. Consequently she was satisfied in the minor roles. But she soon became herself again, and climbed into the leading roles.

Miss Coburn says that she finds moving picture work much more interesting than

Miss Gladys Coburn

the stage, but that an actress on the stage must be more finished. It requires a longer training and the intention to become a better artist. This does not mean, she said, that the leading motion picture actresses are not artists. In fact, the motion picture concerns are much stricter now in choosing their talent than in former years.

Her advice to ambitious motion picture aspirants is that they should by all means try it if they can get the opportunity. An individual picture is taken of the beginners, she says, to see how the camera records their features. Then a director studies them and advises them as to the best make-up for the individual case. But the person who ultimately makes the decision is the actress herself. That which brings out the features on one person will not suit another at all, she said. Each one must experiment until she is satisfied with the way she appears.

Now Playing in Chicago

"Horrors!" Miss Coburn says she exclaimed when she first viewed herself in motion pictures. "Do I look like that?" And Miss Coburn is a beautiful young woman, as the photograph shows. She is of the type that is a feast for the eyes. A camera that could not record her features ought to be thrown in the junk pile.

She is not only beautiful, but interesting. She has a happy disposition which has no trace of the temperament usually attributed to actresses.

Miss Coburn appears alternately on the screen and stage. She finds that one is a help to the other. At present, she is in the role of Mildred Towne in "Up in the Clouds," which is showing in Chicago.

Illinois Farmers Plan a Real Picnic

The Illinois Agricultural Association state picnic, for which preparations are being made to receive as many as 15,000 farmers at Assembly Park, near Dixon, September 3, stands as the modern outgrowth of the picturesque shucking bees, spelling matches and other homely gatherings of bygone days on the farm.

Pitching horseshoes, catching the greased pig, amateur horse races and feats of strength will be featured. The horseshoe tournament will be for the state championship. Each farmer will bring his own lunch basket as of yore.

The modern farmer will come in his automobile. Preparations are being made at Dixon for the parking of hundreds of cars. There will be baseball games and swimming matches.

The "speakin'" will probably be about agricultural economics, marketing and legislation, which take the place with the modern farmer of the problems of clearing and fence building.

The chambers of commerce of Dixon and half-a-dozen nearby towns, in co-operation with the county farm bureaus of the congressional district in which Dixon is located, are organizing themselves as hosts. County farms bureaus in all parts of the state are holding horseshoe contests at their county picnics to select their champions to compete in the state championship horseshoe tournament on September 3.

Last year's Illinois Agricultural Association state picnic was held in Sangamon County, a few miles out of Springfield. It brought out an attendance of 14,000.

NAMED FOR COMMISSION

Frederick I. Cox, of East Orange, N. J., has been nominated by President Harding to become a member of the Interestate Commerce Commission, succeeding Edgar E. Clark, chairman, whose resignation takes effect August 31. Mr. Cox, whose appointment was made on the recommendation of the National Council of Traveling Men's Association, indorsed by Senator Frelinghuysen of New Jersey, is a silk salesman, for many years a representative of a New York firm. His name was suggested last April, when the President made the appointments called for under the law enlarging the commission. The present appointment is for a term ending December 31, 1926.

What an Apprentice Saw and Did Thirty Years Ago in Amboy Shops

Old Buildings, Dismantled in 1893, Were the Scene of Some Crude but Effective Efforts

By L. A. NORTH,
Shop Superintendent, Burnside.

THE Illinois Central shops were built at Amboy in 1855 and dismantled in 1893. The officers in charge just previous to 1892 were: J. B. Adams, master mechanic; B. B. Howard, general foreman; J. Drummond, blacksmith foreman; Dennis Powell, boilermaker foreman; William Hall, tinner foreman; John Gunning, painter foreman; Robert Richards, car department foreman; Charles Tait, day roundhouse foreman; Charles Baunchback, night roundhouse foreman; James Olson and George Edams, gang foremen on the floor side.

The shops consisted of buildings as follows: A complete circle of the roundhouse, consisting of twenty-four pits; the back shop, with two floors; smith-shop, boiler-shop, tin-shop, passenger shop, and sand- and oil-house.

Next to the machine shop was a small building, which served as a storehouse and as the master mechanic's office. The timekeeper, too, had his office there. As the men passed this building to the main entrance to the shops, the timekeeper checked them off morning and noon. No brass checks were used by employes at that time, such as is the present practice.

These shops nominally employed from 250 to 275 men. The back shop was connected to the roundhouse, so that engines which were to be repaired were run through the stall forming this connection. A turntable was in the center of the pit-side. On this table were two separate tracks set out of center, matching up with tracks from the roundhouse stall, so that this arrangement permitted four engines to be placed in the back shop on separate pits.

Some Jobs for the Apprentice

One of the jobs assigned to the younger apprentices was to crawl under this table and clean off the dirt and refuse that had accumulated on the track since the table was last used, and usually, between keeping from setting himself afire with the old "fist-burner," as the lamp was then called, and dodging rats and other vermin, he had a busy time of it. After an engine had been placed on the table it required all hands to turn it so that the tracks on the table would line up with the pit tracks. Then the engine was pinched off the table by Felix and Andy, old-timers around the pits. These two men also pinched the engine when valves were being set, and the boy who missed catching a center surely received a good calling down from them, as they had performed this class of work so long that all the boys thought they knew as much about valve setting as did the mechanic, which was very likely true.

L. A. North

The method of unwheeling engines at

that time was to jack them up with 50-ton Dudgeon hydraulic jacks. This work was usually assigned to the apprentice boy. The mechanic followed up with the blocking and wedges. After the wheels were removed the engine was lowered to a suitable level by the same method, where the balance of the stripping was performed and the parts distributed to the different places where repairs were to be made.

Boiler work was performed on the engine on the pit where the engine was dismantled. The majority of the engines at that time were of the standard 8-wheel type, and very much easier to handle with the hand labor then in vogue than would be the present locomotive. Fire-boxes were applied in five sheets. After the old sheets were removed, new sheets were drawn up in the box and bolted in place, and all rivets were driven by hand. Staybolt holes were tapped out by hand. Staybolts were made at that time in 24-inch lengths, screwed into the boiler, then nicked with a hand hammer and chisel and broken off, after which the bolt was taken to the bolt-threading machine and repointed, so that it could be again screwed into the fire-box. Why this length was used in place of the present single staybolt length, I am unable to explain. After all this was done the bolts were driven on each end by hand.

How the Flues Were Handled

The flues were cut off by hand at the front end with the old-fashioned heel bar, and with the ordinary hammer and chisel at the back. At that time it was necessary to remove the steam pipes, tee-head and dry pipe in order to pass the flues out of the boiler, no large hole having been provided in the front flue sheet for the removal of flues, as is the present practice. After the flues were removed they were tumbled into a rattler, similar to the one still in use for that purpose, then taken to the blacksmith shop, where the rough ends were cut off in a flue-cutter similar to those now used. After this the flues were welded by two flue-welders with hand hammers, one striking right-handed and the other left-handed, the flue being turned all the while by one of the operators to insure an even weld. In re-applying the flues to the boiler, the method was similar to the one now used, except that all labor was performed by hand in place of pneumatic tools. It usually fell to the lot of the apprentice boys to remove the steam pipes, dry pipe and throttle box, to perform all grinding operations and to replace them.

Some Work That Tested Skill.

During the writer's experience as an apprentice there were still in use a few of the old type-V throttle boxes in the smoke-boxes of the engines, as well as a number of the old type-D throttle boxes. The joint on these throttle boxes, which controlled the flow of steam to the cylinders, was a flat joint similar to the present valve seat on a slide-valve engine. The spotting down and grinding of this joint was considered one of the fine-haired jobs of the trade, particularly so with the old style-V throttle box. Sometimes the seat had been cut out, due to a bad steam leak. This required patches to be applied, preferably of brass, and in the close quarters in which the work was required to be done it took exceptional skill to perform a first-class job. This was usually given to the boy well along in his apprenticeship, and the boy who made a first-class job of this joint was considered well on the road to becoming a first-class mechanic.

The driving tires were turned on an old single-head wheel lathe. The time consumed in this operation was from eight to ten days for each pair of tires, working nine and ten hours a day. High-speed tool steel or heavy duty tools were not in existence at that time. Driving boxes were planed one at a time. Driving-box brasses were not fitted in the boxes, as is the present circular shell in the modern engine of today, but were cast in an angular shape similar to the brass now used in the trailer or engine truck box, and were required to be carefully fitted to the sides and top to insure the engine against being turned out of the shop with a pound in the box. This operation was usually performed with a hammer and chisel and file, spotting the brass to the contour of the box with lamp-black. After this operation, the cellar was applied to the box, and the box was bored out to fit the journal on an old quartering machine, as no boring mill suitable for this operation was in use at that shop.

When the Master Mechanic Helped

The steam chest, valves, shoes and wedges, binders and spring rigging were handled in

about the same manner as they are handled at present, with the exception that a flat gibb was used in place of the round one in the spring hangers. The eccentrics, motion work and rods were handled by two gangs which were steadily assigned to this class of work. When it became necessary to apply a new crank pin, the old one was first removed either by sledging it out with a 25-pound sledge or with a battering ram, after which, when the new pin has been turned and properly fitted, the hole was heated to expand the wheel as much as possible, while the new pin was applied with the same method as that used in removing the old one. This was rather a particular job, usually requiring the attention and presence of the master mechanic, general foreman, blacksmith foreman and gang foreman. In the removal and application of a driving axle, which was rather an unusual occurrence, the axle was removed by means of large clamps, 3-inch bolts and nuts, pressure being applied to the bolts by means of a large box wrench. This usually required from eight to ten men. After the new axle had been fitted, application was made in the same manner.

Cabs were removed from the locomotive by means of a block and tackle secured to the second floor, after which they were placed in the center of the shop and pulled up with block and tackle through some trap doors on the second floor.

"Balloon" and "Diamond" Stacks

Ash-pan work, stack work and all sheet iron work was performed on the second floor and handled to and from the first floor in the same manner. The stack, sheet-iron, ash-pan and front-end work was all taken care of and repairs made by Boilermaker Thomas Huff with several handy men and helpers. Engines at that time were equipped with what was known as the "balloon" stack and the "diamond" stack. Very few engines were running on the division at that time with the straight stack, or what was known as the self-cleaning front end. The sheet-steel or sheet-iron from which these parts were made was usually scattered around on the floor wherever there was room for it.

It happened in the old shop, as it usually

The Amboy Shops in the 70's—The building to the left of the roundhouse was used as a sandhouse, tank and pumphouse; to the left of that was the coal shed. The roundhouse was a complete circle of twenty-four stalls, including the arch. To the right of the roundhouse was the machine shop, which had the boiler and engine room in the rear. The upper story of this machine shop was used as the wood-work shop. The building adjoining the corner of the machine shop to the right was divided for use of blacksmith shop and boiler shop. The next building was the storehouse and office building. The building to the right of that was used for overhauling freight cars and coaches.

did in other shops, that one of the employes was given to playing practical jokes whenever the opportunity occurred. He came to the shop one night and caught the shop cat, took some English walnut shells and glued the cat's feet in the shells, then turned the animal loose upstairs. As no night force was employed, the shops were covered or patrolled by a night watchman. After it became dark the cat started to walk over the sheet-steel lying on the floor and naturally made considerable noise. This attracted the attention of the watchman, and he started out to investigate, but when he appeared on the second floor with his lantern the cat remained quiet. After this had occurred several times, the watchman began to believe that the place was afflicted with ghosts. For the rest of the night, whenever he made his rounds on the second floor, he insisted that the night roundhouse foreman or one of his men accompany him. It took some time for this story to leak out, and the watchman was surely the laughing stock of the town when it was explained.

A Job for a Strong Back.

There was also on the second floor of the machine shop the wood-working machinery for the car department, which made it necessary to handle all the heavy timbers up and down a flight of stairs on the backs and shoulders of the employes engaged in that work. Jackets and pipe work were also handled on the second floor in the tin shop, which was directly over the boiler room. Also, such tinware as was used was manufactured in the same shop.

The blacksmith shop and boiler shop were combined. Some few machines were installed there for punching, sizing and drilling boiler-plates. No forging machines were in use at that place then, all forgings which were required being made over the anvil and under the drop-hammer. All bolts other than rough bolts used by the car-workers were drawn out from billets under this drop-hammer. The blacksmith had become so expert at this class of work that bolts turned out could not be told from one of the bolts made today in one of our present upsetting machines.

Springs were also repaired at that place, and the work of performing that by hand was much different from the operation today, when practically all of the work is done by machinery.

Depended on Mechanic's Skill

In the machine shop, on the floor side, were lathes, planers, several shapers, a few drill presses, a car-wheel axle turning lathe and car-wheel boring mill and press for mounting the wheels on axles. Pressure was furnished this machine by means of a screw. I do not recall how the amount of pressure was arrived at, as the screw was turned by means of a pulley driven by a belt. The wheels were pressed on by the straight belt and the screw backed up by a reverse belt. I am of the opinion that it all rested with the skill of the mechanic who made the fit.

Owing to the absence of the present-day autogenous welding methods, it was necessary to apply patches either by rivets or patch bolts, which required a number of bolts to be turned up in order to make repairs. The bolt was first forged in the blacksmith shop in a die under the drop-hammer, then brought to the machine shop and centered on each end, after which it took five complete operations to finish it. By the ordinary apprentice boy this was considered a job to test out his skill, and the boy who could turn out from thirty to thirty-five complete patch bolts in nine hours was considered one who would make a first-class mechanic on machine work.

No Order in Keeping Tools

The tool-room consisted of a small cubby-hole underneath the stairway leading to the second floor. In this tool-room tools were thrown helter-skelter, no check or record being kept of who used them or whether or not they were returned. No pneumatic tools were in use, and consequently the equipment was not very extensive. All drilling and reaming was done by ratchets. In 1888 instructions were issued to equip all engines with the air-brake. At that time twist drills were a special luxury, and this necessitated a great deal of ingenuity on the part of the officers in charge to provide suitable drills for drilling some of the long holes that were necessary to apply the different parts of the brake rigging, and also to make a drill that would perform a rea-

sonable amount of work in a given length of time.

After the engine had been overhauled, the master mechanic and general foreman broke the engine in—in other words, they ran it up and down the main line for four or five hours. Then the engine was brought back to the shop and the finishing touches put on before it was turned out in regular service.

In the car department, which consisted of one small building and a rip track, repairs were made to all passenger cars, caboose cars and freight cars. The building was used mostly for repairs to passenger and caboose cars. The painter foreman surely worked under greater difficulties than does the painter foreman of today, as the shops were not properly heated, ventilated, nor dust-proof, and in applying the finishing touches to a passenger coach close attention was required on the part of the painter foreman.

Workers Loyal Then, as Now

Other shops of this plant were heated in a similar manner—that is, with the old style volcano stove, using soft coal for fuel. This did not make so comfortable an arrangement as is now in evidence in practically all of the shops, and work was performed at that time under difficulties, more so than now, although the same spirit existed then as does at the present time. Men employed by the Illinois Central were loyal to the company that employed them and worked for its best interests. Co-operation was much in evidence at that time; otherwise it would have been impossible to have handled the work.

Labor unions were not much in evidence; neither was crafts' demarcation made so distinct as it is at the present time, with the result that an apprentice boy who completed an apprenticeship at that time had a greater knowledge of the crafts than has the apprentice boy of today. It was not an unusual occurrence for the machinist's apprentice to be sent to the tinshop to help lay out or fit a new jacket for the boiler, or to bend, thread, fit and apply pipes to the locomotive, or to do work of a similar nature in the other crafts.

At that time anything unusual in the line of locomotives or cars attracted much attention and caused a good deal of comment. I recall when "Schlacks' Greyhounds," as they were then called (engines now numbered 1901-2-3-4), first came through Amboy by way of Centralia for the western lines and arrived at the cinder pit. The news quickly spread, and visitors arrived to see the enormous engines that "sat so high on the drivers that one could walk underneath the belly of the boiler."

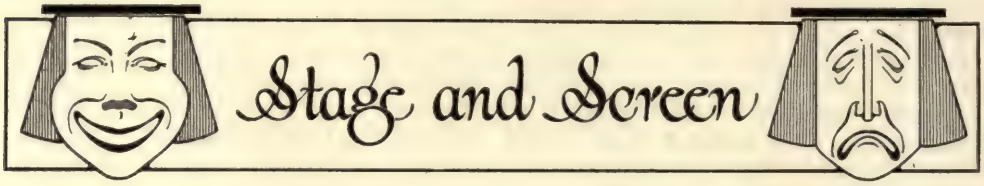
Fire-Box Just One Big Clinker

A rather amusing incident happened on the arrival of the 1904, which had handled the train from Clinton to Amboy, fired by Fireman James Connor. The engine had not been steaming very well, and Jimmy had filled up the fire-box from the crown sheet to the door. As the engine arrived at 6 o'clock in the evening, it was necessary for the train crew to go to a hotel for the night, leaving Amboy the following morning. Upon Jimmy's arrival at the cinder pit the next morning, he met the same Felix and Andy previously mentioned in this article and asked Felix if there were any clinkers in her. Felix replied: "Yes, there's wan—the length of her and the breadth of her."

In conclusion, I must explain that the reason for selecting this subject was to give the present-day apprentice boys some idea of the conditions that existed in railway shops some thirty-three years ago, and to call their attention to the advantages they now have in mastering the trade that is to be their future life-work.

LESSON IN A TRAGEDY

A warning to freight handlers to beware of packages labeled "wine" is contained in the recent death of four Illinois Central freight house employes at Chicago and the serious illness of two others. These six men discovered a paper carton labeled "Wine—34 per cent," part of a shipment from Detroit chemists to New Orleans. Using tin cups from the ice cooler, they drank three of the twelve bottles. What they drank was wine of colchicum seed, which can be obtained at any drug store. An adult dose is a third of a teaspoonful. The six men drank 720 doses.



THE SUMMER WEATHER, to a greater extent even than usual, has cut down the number of plays holding the legitimate stage in the larger cities. A few hardy examples, however, have held on in spite of everything. "The Bat," the Rinehart-Hopwood thriller, has rounded out half a year in Chicago, and soon will complete a year's run in New York, as well. "The First Year," with Frank Craven, has completed its fortieth consecutive week in New York.

THE DADDY of them all, however, with a record of 1,291 consecutive performances and in the 153d week of its world record run, "Lightnin'," with Frank Bacon, must turn its back on the Great White Way at New York, and head for Chicago on Saturday evening, August 27, according to a statement just issued by John Golden, producer. All members of the New York company will come West with the production, Frank Bacon included. "Lightnin'" passed the world's record of Charley Hoyt's "A Trip to Chinatown," which had stood for a quarter of a century, on May 17, 1920. "The Wheel," by Winchell Smith, which John Golden will produce next, is scheduled to open in New York following the departure of "Lightnin'."

GEORGE ARLISS, the English actor, was recently given the honorary degree of M. A. by Columbia University of New York City. Otis Skinner is the only living American actor who has been honored by a similar degree. Tufts College made him a Master of Arts in 1895. Shortly after that time Joseph Jefferson received an M. A. from Harvard, and many years later Sir Johnston Forbes Robertson received a similar degree. He, however, has retired from the stage.

MEANWHILE, in July, "The Passing Show," Taylor Holmes in "Smooth as Silk," and "The Bat," previously referred to, comprise Chicago's remaining regular shows. The vaudeville houses, the movies, the parks and gardens and some suburban opera draw the rest of the crowds. That is to say, the crowds that remain after the beaches have been properly patronized.

ADD TO THE LIST of warm weather attractions at Chicago "Up in the Clouds," which arrived in the middle of the hot season, but which bids fair to cheer the theatergoers for some time. It has been called a "million-dollar music show."

PROMISED after July are Fred Stone in "Tip-Top," "The Greenwich Village Follies," Eddie Cantor in a new revue, Grant Mitchell in "The Champion," "Spanish Love," Fiske O'Hara in a new Irish comedy, "The Broken Wing," "The Gold Diggers," Mlle. Alice Delysia in "Afgar," and Leo Carrillo in "The Love Chef." A menu worth investigating.

THE CHERRY SISTERS are coming back. They will start on a tour from New York as a feature attraction either in vaudeville or with a revue early next fall. The Cherry Sisters were a sort of national institution about twenty years ago. They have been out on their farm in Iowa milking the cows, feeding the chickens and otherwise keeping themselves busy in healthful occupation.

THERE'S A NEW ROAD to fame by way of the bathing suit, according to a writer in the *Billboard*. The successes of Eva Novak, Gladys Walton and Marie Prevost are founded on the ability to look well in a one-piece bathing suit. Miss Novak, who was a bathing girl four years ago, is now playing the gamut from melodrama to emotional drama with Tom Mix, House Peters and William S. Hart. Miss Walton was a Mack Sennett beauty two years ago. She is now starring with Universal. Miss Prevost, perhaps the most famous of the Mack Sennett bathing beauties, has just signed a contract to play in

Catherine Dyna
Florence Hedges in "Up in the Clouds"
The Stage
Three Queens and a Pair: Enough to Draw a Full House Anywhere
Mlle Devereaux in "Passing Show of 1921"
Taylor Holmes and Shirley Warde in "Smooth as Silk."

dramatic and comedy roles, with a special clause in her contracts which gives her the right to refuse to play a part in which the bathing suit figures.

GUS EDWARDS' "School Days" is to be reproduced on the screen by the Warner Brothers, with William Knight as director.

SOMEONE thought of a new name for Will Rogers the other day—the "poet lariat" of the Goldwyn studios, he's called. And now Rogers is going about, pencil and paper in hand, and a dreamy look in his eyes, trying to live up to the first part of the title.

THE HONOR of being the original comedy cop of the movies is said to belong to Al St. John, whose movie career dates back to the Keystone-Triangle days.

THE NAME of the first motion picture which was longer than one reel was a three-reel play, "Christopher Columbus." It was produced in Chicago by Selig and directed by Marshall Stedman. The motion picture fans were not ready for multiple-reel pictures at that time, and it proved a flat failure, almost bankrupting the producers.

OLGA PETROVA was married at the age of fourteen and was a widow at sixteen. She is now happily married for the second time to an American physician.

JAMES NEILL, character actor, who appears in "A Voice in the Dark," is authority for the statement that all motion pictures are murderous. He explains it this way: "Either we leave the stage dead; shoot the scene; kill the picture; strike the set; cut the film; shoot the juice, or hit the lights."

VICTOR SCHERTZINGER, who used to direct Mabel Normand and is now directing Tom Moore, says that, though his name may be unusual, it never gave him half the trouble it seems to give other people. The latest difficulty was experienced by a member of the Goldwyn scenario department, who reports that when he went into a music shop one day recently to purchase a few of the songs Mr. Schertzinger has composed since the first of the year, he was promptly shown copies of "Abide With Me," "The Holy City" and "The Palms." After a spirited 5-minute argument that consisted principally of misunderstandings, it finally developed that the clerk thought the patron had asked for songs for a church singer.

PRESIDENT HARDING, like his predecessor, Woodrow Wilson, is fond of the movies, it has been disclosed. The President spent a week-end recently with Senator Knox at the latter's country home, Valley Forge, and witnessed a private showing there of "Wet Gold," the Williamson undersea picture. A projection-machine was rigged up in the Knox mansion for the occasion.

SOMEONE with a mathematical turn of mind has discovered that the average motion picture, in its rough form, is about six miles long—or about thirty-five reels. It would take a generous 8-hour day for a person to view one of the pictures before it is cut and edited. One of the biggest problems a director faces is to eliminate and coordinate scenes until the picture is down to regulation length, which is five, six or seven reels.

AS ALL MOTION PICTURE fans know, screen actors use music to help them "emote." Likewise do they laugh and make merry to the tune of the studio orchestra. Bert Crosland, chief musician at the Goldwyn studios, has compiled this list of selections used by some of the players when they wish to register a joyful mood:

Helene Chadwick	"Do You Think of Me?"
Leatrice Joy	"Margie."
Tom Moore	"The Wearin' o' the Green."
Will Rogers	"Jubilo."
Phoebe Hunt	"Rose of My Heart."
Sylvia Breamer	"Bright Eyes."
Mary Alden	"Moments."
Lon Chaney	"I Fell in Love."
Molly Malone	"Rose."
Richard Dix	"Caresses."
Cullen Landis	"Some Little Bird Is Calling."
John Bowers	"Love Bird."
Edythe Chapman	"Dixie."
Raymond Hatton	"Feather Your Nest."
Sydney Ainsworth	"Snap Your Fingers at Care."
Richard Tucker	"Oh, How I Hate to Get Up in the Morning."
Johnny Jones	"My Wonder Girl."

Isabel Keep
Agnes Ayres
Alice Calhoun
Little Playmates and Other Joys in Movie Land
Helene Chadwick
Ben Turpin
Pearl White

Senior Vice-President Shows That Rates Have Not Been Set Too High

C. M. Kittle, in Letter, Proves That Reduction Is Not the Thing Needed to Revive Traffic

The following discussion of the rate question, particularly in reference to the movement of coal, is part of a letter written by C. M. Kittle, senior vice-president, to A. E. Krueger, purchasing agent of the Chicago Screw Company, Homan avenue and Fillmore street, Chicago. Mr. Krueger, who was at one time an Illinois Central employe in the office of the auditor of passenger receipts, declared in his letter that the buying of coal should be postponed in the expectation of a reduction of freight rates before winter. Mr. Kittle wrote:

I am glad to have your views on the subject of railway rates and their relation to the movement of commodities and their effect upon an early movement of coal, and am also glad of the opportunity to present the situation from our standpoint for your consideration.

You say the railroads know that freight rates are too high. This is not the fact. The price which the people are paying for transportation barely covers the cost of rendering the service, to say nothing of taking care of fixed charges and a reasonable dividend payment. For more than a decade prior to the war the tendency was toward oppressive regulation of the railroads. Little heed was given requests of railway managers for adequate income, and the result was that railway rates were kept down to a point where they did not return sufficient income. This was injurious not alone to the roads themselves but to the business of the country, because the policy of regulation that had been pursued brought about a condition where there was a wide gap between the increase in the commerce of the country and the increase that was possible in the circumstances in railway facilities and equipment.

No Regulation to Protect Carrier

No one does or can properly complain of regulation on behalf of the shippers and users of the railroad—that is perfectly right. But there was no regulation having for its object the protection of the carriers who furnish the transportation. That was because of the absence of any law requiring the regulating body to give consideration to the needs of the carriers to enable them to perform efficient service and develop to meet the constantly growing demands of commerce.

The evil effect of the old-time, one-sided regulation was finally recognized. It came to be plain that a change was imperative if the country was to enjoy adequate transportation under the conditions that had made the American railroads the best in the world. The experience during the period of federal control had convinced the great majority of the people that the best interests of the country required the preservation of transportation by private enterprise. These considerations led to the Transportation Act, which in no way lessens the regulations of the carriers in the interests of the public, but does, for the first time, give recognition to the principle that there also must be some protection of the carriers. That protective regulation takes form in the mandate of the Congress to the Interstate Commerce Commission to prescribe just and reasonable rates, so that carriers as a whole (or as a whole in each of such rate groups or territories as the commission may from time to time designate) will, under honest, efficient and economical management and with reasonable expenditures for maintenace of way, structures and equipment, earn an aggregate annual net railway operating income to equal, as near as may be, a fair return upon the aggregate value of the railway property of such carriers held for and used in the service of transportation.

The law provides that during the two years beginning March 1, 1920, the Interstate Commerce Commission shall take as such fair return a sum equal to 5½ per cent of the aggregate value, but may in its discretion add thereto a sum not exceeding one-half of 1 per cent, to make provision in whole or in part for improvements, betterments or equipment. In the administration of the law the Interstate Commerce Commission prescribed the basic rates now in effect.

At the time the railroads were taken over

by the government they had a substantial, although insufficient, earning power. During the period of federal control great increases in operating expenses occurred, due chiefly to advances in wages and changes in rules and working conditions, making it necessary to employ a largely increased number of men. The government made an increase in freight and passenger rates in June, 1918, but nowhere near sufficient to cover the amount which had been added to expenses. The difference between the outgo and the income was paid out of the public treasury, the money coming from the people in the form of taxes, and the upshot of it was that that part of the public which received transportation service paid less than the cost of producing the service, and the difference was paid by the balance of the public not directly interested in it.

The result of this governmental policy of taxing the people as a whole for transportation service, instead of making the service support itself and putting the roads on a sound earning basis, or at least on a basis comparable to that obtaining when they were taken over, was that the roads were returned without any earning power at all and with their plant and equipment in worse condition than at the commencement of federal control. We do not criticise the government, and are not unmindful of the unusual and difficult conditions of the war period; nevertheless, it is necessary to refer to the period of government operation and the results thereof in order to show the situation of the carriers when they were returned to their owners and to private operation on March 1, 1920.

C. M. Kittle, Senior Vice-President

In 1917, under private operation, operating expenses averaged $7,750,000 a day. On March 1, 1920, operating expenses were averaging $14,310,000 a day, and earnings were

nearly $300,000 a day less than required to pay operating expenses and taxes. This explains the six months' guaranty provision of the Transportation Act, which was nothing more than an obligation the government had to meet, because its previous policy had made it impossible for the railroads to support themselves. In July, 1920, the Railroad Labor Board granted employes another advance in wages retroactive to May 1. In the four months of May to August, 1920, inclusive, although the railroads handled a maximum business, operating expenses and taxes exceeded earnings by nearly a million and one-half dollars a day. This explains the increase in rates, effective August 26, 1920.

What Senator Cummins Said

While the law contemplates a return of 6 per cent, the actual return is far from that figure. The results have been disappointing, and the railroads are not much better off than they were before rates were increased, but to say they would be better off had the rates not been increased would be directly opposed to the facts in the case. Since, under the old rates, the roads were handling a maximum traffic and were not earning enough to pay their expenses and taxes, it is obvious that, even if a reduction in rates to the old basis would cause a revival of traffic, the reduction of rates, in spite of the revival of traffic, would ruin every railroad in the country.

With a situation where there is no net income, or practically none, it is manifestly impossible to reduce rates, if the railroads are to be kept going. This was aptly stated by Chairman Cummins of the Senate committee on interstate commerce on May 25, 1921, at the hearing in progress in Washington, who remarked to this effect:

> Well, whenever the Congress is willing to make an appropriation to help sustain the railroads, or another appropriation, why, I think then we can consider the general reduction of rates, but with a situation in which there is no net income shown for the operation during the last year, it is quite obvious that rates cannot be reduced, so that the income will be reduced, or they must cease functioning.

Our position is that there cannot, or at least there should not, be any general reduction in rates. However, it is appreciated that under the method that had to be pursued in making the increases, some situations were created requiring adjustment. These have been given careful attention; many adjustments have been made, and many more are in the process of making, through negotiations between carriers and shippers and under direction of the Interstate Commerce Commission.

The theory seoems to be, and you give expression to it in your letter, that the increase in rates stopped business, and that a reduction in rates would revive business. The commercial depression is the aftermath of the war—it is the reaction from inflation and is a world-wide condition. The prosperity of business in this country is dependent to a considerable extent upon foreign trade. There has been a tremendous decrease in foreign business. It is well known that ocean rates are now at an unheard-of low level, yet harbors are filled with idle ships. It may be just as well to say that low ocean rates have stopped foreign business as it is to say that high freight rates have stopped the domestic business. There is strong proof that the causes of business depression antedated the rate increase. They manifested thmselves as early as May, 1920, in an increase in unemployment, reduction in bank clearings, reduction in building contracts, and a generally lessening demand for goods. In short, that was the commencement of what has generally come to be known as the "buyers' strike," the full force of which was not felt until some months later.

Business Good in Last Quarter of 1920

In the last quarter of 1920, the movement of commodities was very heavy, notwithstanding the increase in freight rates, and in respect to some was greater than in any other quarter of the year, notably bituminous coal, fruit and vegetables, cattle, calves, hogs and sheep.

The movement of forest products amounted, roundly, to twenty-three million tons, the largest movement of the year being in the third quarter, twenty-six million tons; movement of sand, stone and gravel was twenty-six million tons, which was less than the largest movement in the third quarter of thirty million tons, but was one million tons greater than in the second quarter; and the movement of cement, lime, brick and plaster was eight million tons, compared with ten million tons in the third quarter, when there was the largest movement of the year. It will be understood, of course, that the move-

ment of commodities entering into building operations declined naturally toward the close of the year. The number of passengers handled in the last four months of 1920 was 399,435,875; in the last four months of 1919 it was 398,576,087.

It does not seem to me that this record affords any justification for the conclusion that increased rates stopped freight and passenger traffic, and since it is true they did not do so, it follows that it is not a reduction in rates which is required to revive traffic. The people will not commence to buy until they come to the mind that things have reached a stable condition. There will not be a complete revival until there is an adjustment of conditions affecting foreign trade. It it necessary that freight rates be stabilized, and therein lies one of the difficulties in the present situation, because the expectation, although unfounded, of a reduction in rates retards the shipment of some goods that are needed now, or will be needed shortly, and should be moving at this time.

Heavy Movement After Rate Increase

Reverting to the question of coal, I have pointed out the heavy movement that occurred in the last quarter of the year after the increased rates become effective. The price of coal at that time was high. Neither the measure of the rate nor the price of the coal affected the movement. At this time there has been a greater reduction in many instances than the whole of the freight rate, and certainly in a situation of that sort the freight rate itself cannot be the controlling factor. I have seen some advertisements of Southern Illinois domestic coal prices, quoted $3.85 and June $4.05. Had there been a freight reduction of 40 cents a ton in March, whatever effect it might have had in the movement of coal at that time would have been lost in June. The *Black Diamond* of June 4 had this to say: "Frequently, industrial plants refuse during the week even to ask prices, asserting that they could not take the coal at any figure."

The production of bituminous coal in the first quarter of 1921 was less than in any corresponding period since 1912, except 1915. There has been only a slight improvement in May and in June. In the light of this condition and past experience, it would seem that advantage lies in purchasing coal in reasonable volume earlier in the year rather than putting it off until after mid-summer, because the latter course, with reasonable approach to normal business activity, results in shortage, and it is well known that shortages are accompanied by higher prices. The consumer who persistently puts off buying coal in the hope of a reduction in freight rates may find himself later on facing a loss greatly in excess of his expected gain.

Wage Reduction Does Not Mean Profit

It may occur to you that a reduction in rates ought to follow the reduction in wages recently announced by the Labor Board, to become effective July 1. It is not known how much this reduction will amount to, but an estimate of $400,000,000 a year has been made. Assuming that to be approximately correct, immediately it must be kept in mind that not all of it will be reflected in net income, and indeed, even should that be the case, it must be borne in mind that it would not be enough on the earning basis that has obtained so far this year to meet the fixed charges of the roads. Fixed charges mean, primarily, interest on bonds and equipment trust certificates, and when this is not paid the next step is receivership.

Expenditures for maintenance of way and structures and equipment have necessarily been kept to the lowest possible level in an effort to meet the financial situation brought about by the reduction in traffic, and there is now a necessity of expanding greatly the maintenance work to bring the physical condition to a proper standard. Speaking for the Illinois Central, whatever decrease is realized in operating expenses because of the reduction of wages will be invested in maintenance which has been deferred—in the employment of additional men, and in the purchase of materials and supplies.

NEW DIRECTOR SERVING

David R. Burbank, secretary of the Illinois Central Railroad Company in New York, was elected a director of the company to succeed Philip Stockton of Boston, who resigned, at the annual meeting of stockholders at Chicago, April 20. The directors re-elected were: Charles A. Peabody, New York; William A. Harriman, New York, and John G. Shedd, Chicago.

A Man's Story of a Man's War, as Related by Major J. M. Walsh

Memphis Division Superintendent Recalls the Achievements of the American Engineers

MAJOR J. M. Walsh, recently promoted to succeed V. V. Boatner as superintendent of the Memphis division, has a record of efficient service both in and out of the army. As a member of the Thirteenth Engineers in France, he earned three service stripes, a victory medal with four clasps (Champagne-Marne, St. Mihiel, Meuse-Argonne and defensive sector), a citation from General John J. Pershing for "exceptionally meritorious and conspicuous service," and the decoration of the Order of the Black Star of Benin, bestowed by the French government for colonial service and also upon distinguished officers of foreign armies.

Commendatory letters are also in Major Walsh's possession from Brigadier-General W. W. Atterbury and others, including one from an officer of engineers on improvements he made in camp conditions at Conflans, Audun-le-Roman and Verdun while general superintendent of the twenty-third grand division of the Transportation Corps at Verdun in the spring of 1919.

Attacked by a Submarine

With Companies A and B of the Thirteenth (Company A being composed of Illinois Central men and Company B of Rock Island men), Major Walsh sailed from New York on July 21, 1917, on the unconvoyed steamship St. Louis. After weathering a submarine attack off the south coast of Ireland and visiting the port of Belfast, they landed in England on July 31.

After training there, this vanguard of the American army paraded in London on August 15 before the king and queen and a vast outpouring of the British people. The next day they landed in France. They took up French railway training at Chalons-sur-Marne and then went into service at Fleury-sur-Aire in the Verdun sector, handling the lines from there to Verdun and later beyond Verdun. All the work was with standard-gauge equipment.

Major J. M. Walsh

Seven months after the signing of the armistice, Major Walsh succeeded in clearing up the affairs left in his charge. In June, 1919, he sailed for home.

In his overseas service of almost two years Major Walsh made the following observations on the engineers of America and the war:

Some Work in This Country

When diplomatic relations with Germany were severed, steps were at once taken to put together the machinery to handle troop movements upon a large scale, based upon the experience gained in the movement of troops to the Mexican border in 1916.

At the declaration of the war on April 6, 1917, the skeleton of the organization was completed, and it remained to supplement it as occasion arose for its development.

The troop movement section of the Divi-

sion of Operation of the United States Railroad Administration arranged all the details of the movement of troops from local draft boards to mobilization camps, between camps or from mobilization camps to the ports of embarkation for shipment overseas. The troop movement section of the Division of Operation gave figures showing the extent of the troop movement from May 17 to November 10, the day before signing of the armistice, also a supplemental report showing the movement from November 11, 1918, to April 30, 1919, during which time there have been moved a total of 3,389,665 men, of whom 1,583,942 were moved on regular trains and 1,805,723 on special troop trains, an average of 635,959 per month.

From May, 1917, to April 30, 1919, the troop movement section has been responsible for the movement of a total of more than 14,000,000 men, nearly half of whom have been moved on special trains. The maximum for any month of the entire period was 1,147,000 in July, 1918. This entire movement was accomplished with only sixteen accidents involving death or injury.

The number of men killed was 39, and the number of men injured 335. Statistics regarding the movement from May, 1917, to April 30, 1919, follow:

Figures on Troop Movements

1.	Troops Moved:	
	(a) Drafted men from their homes	2,287,926
	(b) On regular trains	5,252,432
	(c) On special troop trains	6,851,915
	Total	14,392,273
	(d) Average per month	504,343
	(e) Maximum, July, 1918	1,147,013
2.	Cars Furnished:	
	(a) Pullman, standard and tourist	90,773
	(b) Coaches for special troop trains	87,984
	Coaches for draft and regular train movements	69,802
	Total	248,559
	(c) Baggage and express cars for special troop trains	16,084
	Baggage and express cars for drafted men	4,576
	Total	20,660
	(d) Freight cars for special troop trains	24,029
	Total	293,248
3.	Special Troop Trains:	
	(a) Number run	16,393
	Number required for drafted men	4,576
	Total	20,969
4.	Average Special Troop Trains:	
	(a) Number cars per train	12
	(b) Distance per train	803
	(c) Number hours per train	40
	(d) Miles per hour	22
	(e) Men per train	418
5.	Accommodations:	
	(a) Number carried in Pullman Cars	3,440,173
	(b) Number in coaches	8,664,074
	(c) Percentage in Pullman Cars	28.4

The Start of a Service

There has never been such a thing as a railway transportation department in the United States army. It had its inception when four or five men went to France in July, 1917. These men made a complete survey of the situation, which resulted in the preparation of what is known as "Requisition Number Six," being a list of materials and supplies that called for an expenditure of something like $400,000,000. And at the end of a year not a single item was found in that long list which was not needed and didn't have a distinctive part in the machinery of the transportation department.

We didn't build separate railways in France, although many people here have been led to believe that we did. Our contribution was terminals, yards and side-tracks, equal to a new line about 1,000 miles in length, with one important cut-off. With the exception of a few small branches, the French railroads are all double-tracked. There were plenty of French-built railroads, and we found them in pretty good physical condition, but there was a scarcity of men to operate them. The young men were doing their bit on the battlefields, but the men around middle age left in service did excellent work. The women in France also deserve great credit. They fired engines, did braking and performed some of the hardest kind of manual labor in the shops.

By our arrangement with the French, we were to supply trainmen to move a tonnage equivalent to that which the American army would need. For every American serving in France, we had to move an average of fifty pounds a day. This included coal, engineering materials, food, clothing and ammunition. We handled not only our own supplies, but also a great volume for the French as well. They reciprocated, moving American supplies over their lines to different sectors where our troops were fighting. There was magnificent co-operation on both sides.

A Great Rush of Soldiers

The plans of the Allies required that by July, 1919, the United States should have three and a half million men in France, fully

equipped and trained to do battle. For every hundred fighting men we had to have between fifteen and twenty service-of-supply troops to do other kinds of work. As many as 18,000 American troops landed at Brest in one day, and it was a gigantic problem to move these hordes of men and their supplies, especially as we were continually handicapped with a comparatively small transportation force.

Americans Proved Adaptable

One of the fundamental reasons why the American expeditionary forces did so remarkably well in France was their adaptability to almost any character of work, however difficult. Of the transportation men, few, if any, performed only the work which they came over to do.

There were many French railway practices we did not fancy, but it would have been a tremendous mistake for us to go over there and insist upon introducing American methods. We had to adapt ourselves to conditions as we found them. We had trackage rights over all the French railroads. On no two roads were the signals alike, and we had to prepare a book of rules whereby our men could run the trains. In this country the conductor is in charge of the trains. In France the engineer has charge while the train is in motion, but when the train is not in motion, a so-called conductor is the responsible head.

When the armistice was signed we were moving 40,000 tons of freight daily, and were planning to move a daily tonnage of 100,000. For about a week following the cessation of hostilities, everybody was celebrating the victory, but the transportation department's work could not be interrupted. Our job had only just begun. Our hardest work was done between November 11 and the middle of January, when we had to get the Army of Occupation up to the Rhine. And even then we were not through. The Allied soldiers on the Rhine had to be fed, which meant that several trainloads of food had to be dispatched every day, and hospital trains had to be operated; and there was also the task of feeding the German population.

Docks Built in the Mud

It was perfectly clear from the very outset that, to take care of the tonnage the A. E. F. would bring into France, it would be necessary to utilize to the maximum every accommodation not already in use, and that, in addition to all of this, it would be necessary to provide new port facilities; and the splendid dock project at what we called American Bassens, just outside of Bordeaux, was undertaken and carried out to completion. Here was erected out of the mud bank of the Garonne River a modern 10-berth dock, with forty electric gantry cranes. This project constitutes one of the distinctive achievements of the A. E. F. in France.

The condition of the personnel on the French railroads when America entered the war was becoming serious. By reason of the war, there was no source of supply from which could be recruited an adequate number of suitable employes, the strain of three years of work under war conditions was telling on the men, and the caliber of the personnel on an average was not so high as in peace times. The A. E. F. had to provide transportation forces commensurate with the added burden which it placed upon the French railroads, and in addition such supplemental forces in the way of car and locomotive repairmen, track men, etc., as could be brought over from the states consistent with the requirequirements of the combatant troop program.

Sent Locomotives Whole

In equipment, likewise, the French had reached a rather serious stage when the Americans began to arrive in France. A considerable percentage of the cars and engines had been captured by the Germans in the big drive at the beginning of the war, and an excessive number of bad-order cars and locomotives had accumulated.

One of the first steps taken on behalf of the A. E. F. was to send to France experienced car and locomotive repair forces. A car-erecting plant was built at La Rochelle to take care of cars coming in a knocked-down condition from the States, and a locomotive-erecting plant at St. Nazaire to take care of knocked-down locomotives arriving at that port.

In addition, the plan was developed of having locomotives sent to us from the states in a practically completed state on special ships, thus involving but little work in assembling when they reached us, and, what was much more important, relieving the port of St. Nazaire to that extent, as we could take care of

the partly erected locomtives at Brest. Throughout the war, the car and locomotive situation was one of the vital factors entering into the conduct of combatant operations. There never was a time when it was not essential to produce the greatest practicable efficiency out of the equipment available.

To give an idea of what the program to have 4,000,000 men in France by the summer of 1919 meant, it may be stated that we were arranging to have in France by that time 4,000 locomotives and 98,000 cars. To supply an army of that size we were planning for the reception and discharge of 101,000 tons of cargo per day at the ports. The condition of French railroads in September, 1917, was surprisingly good, considering the fact that they had been operating more than three years under war conditions, that no new rail had been laid within that time, and that the force they had been able to keep on maintenance of way was practically negligible.

For the manner in which the French railroads met the requirements of the Allied armies, I have nothing but the highest commendation. At no time was there the semblance of a breakdown in the transportation machinery of the country, despite the great overload placed upon it, and the results achieved are a splendid tribute to the efforts of the French transportation authorities.

Expanded French Railroads

To expand adequately the capacity of the French railroads involved the planning and construction of immense storage yards and additional engine houses, the laying of supplemental tracks, the rearranging and extension of existing tracks and, in general, everything that goes into the enlargement and expansion of a railroad to meet the greater needs. Behind each of the main ports we had stupendous storage layouts; then we had what we called our intermediate storage, about midway between the ports and the army zone, and then came our storage developments in the Advance Section.

Several of these yards are the largest in the world, and in general they represent the last word in modern yard construction. The plans for the development at Gievres called for 264 miles of track, 1,152 turnouts, 4,410,000 square feet of covered storage and 10,387,000 square feet of open storage. At the time of the armistice 132 miles of track, 3,552,000 square feet of covered storage and 6,000,000 square feet of open storage had been completed. The project covers an area of 2,600 acres.

It is hardly necessary to say much about the performance of the army transport service in France, which is a branch of the Transportation Corps, because I think the performance of that department has spoken for itself, and that its achievements are per-

Our Best, Always

The rendition of one's best service is so obligatory that we proclaim in terms glowing with emphasis the acceptance of the affirmative of this subject, not even hesitating to dwell on the negative side, realizing that it is a foregone conclusion that giving our best is worth while.

Admitting one's best efforts are always worth while, and shamefully confessing such an attitude is not always manifested, we find before us the question: Why don't we always exhibit our best?

Trying to camouflage on the "get by" spirit is not a sound method, and frail excuses salved with a self-righteous air don't always adjust satisfactorily.

Both our employer and the public are entitled to our best service, and success is accomplished only by contributing our best for those we serve and to those we serve.

It has been truly said that "hope springs eternal in the human breast." Individually we are led by hopes, piloting us to greater responsibilities and unfolding avenues of possibilities; but the hopes so fondly depended upon will become mere evidences of failure unless we prove our best worth while.

Converting theory into practice enables one to demonstrate the effective results of efficient service, thus creating a mutual interest from which pleasant and profitable relations may develop.

The following lines express the result when our best is manifested:

"Give to the world the best you have
And the best will come back to you."

—Miss Willie Carrico, *Camp Knox, Ky.*

haps the best known of any of the branches of the Transportation Corps. It may be interesting, however, to state that 340,000 Americans were shipped back to the United States during May, 1919, as compared with the record figure of approximately 312,000 arrivals in September, 1918. The Transportation Corps as authorized provided for 6,000 officers and 200,000 soldiers. This was the force figured would be needed properly to meet the requirements of an American army in France of 4,000,000. At the time of the armistice we had in the corps 1,810 officers and 46,976 soldiers.

The transportation department of the American expeditionary force achieved marvels. Many things which the French and British war chiefs claimed were impossible were accomplished sometimes so easily as to suggest magic.

I do not think that you have a true perspective of what has been done in France—you do not know the size of the job. We all know we had 2,000,000 men in France, and we thought that most of these 2,000,000 men were in the front-line trenches. They were not. There were never more than 435,000 men at the front, out of 2,000,000 men, and that is about the usual percentage in any army; in other words, in the army you have four men back of the lines supporting every man in the line. But do not think that the rest of them, the 1,600,000, were not fighting—they were fighting, by doing work that the men in the front lines could not do.

Doing the Impossible

At one time we had more than 100,000 men doing engineering work, building railroads, docks, telegraph and telephone systems, building the biggest storage yard the world has ever known, building locomotive roundhouses, automobile, refrigerator plants—the latter, the biggest on the face of the earth—and all these things being provided for the maintenance of our 2,000,000 men whom we had in France.

We had the greatest transportation problem the world has ever faced. Our allies did not have any problem such as we had. The British occupied the ports of Le Havre and Calais, and the average haul from England to their front lines was about seventy-five miles. The French had their supplies immediately behind the lines all the time; they had their shops and all their equipment behind their lines, and their haul was not more than thirty-five or forty miles. We had to haul our stuff half-way across the United States and three thousand miles across the sea, and land it in France; and perhaps you think when it was landed in France all our fellows had to do was to fall on it and eat it. No, it was not so easy as that. We then had six hundred miles to transport it, and we did transport it that distance.

Learned From the Allies

When we got to France, we were green about the transportation problem. We did not know how much material we had to transport. We sent several to the British and French headquarters to find out what their transportation problem was, and we discovered that the British were hauling 50 pounds per man per day, and the French were hauling 47 pounds per man per day. That means everything, food, munitions, equipment, fodder and everything else that is required by an army. That does not seem much to you, perhaps, but when the armistice was signed we were handling 53,000 tons of freight every day from our own ships. We were unloading every day 20 ocean steamships—literally every day, weekdays, Saturdays, Sundays and holidays.

The great problem when we arrived in France was to find out how we were going to do that. When we got there the British were occupying the two main ports on the Channel. They really had possession of all the available ports.

The first thing we did in August, 1917, when there was no American army in France. That was to select a site for the first port. We picked out the port of Bassens, near Bordeaux, and in August, 1917, it was a slimy mud bank, with a large swamp behind it. We took it as the place to build a port because of deep water up to the very front of the location, and a good piling bottom. We found we had nothing to start with. We asked General Pershing if we could borrow material from the French, and he said: "We came here to help the French, and not have the French help us. You must get your material elsewhere." We cabled to the United States,

(*Continued on Page* 94)

Editorial

The State of Mind

If you think you are beaten, you are.
If you think that you dare not, you don't.
If you like to win, but think that you can't
It's almost a "cinch" you won't.
If you think you'll lose, you've lost,
For out in the world, you find,
Success begins with a fellow's will—
It's all in the state of mind.

Full many a race is lost
Ere even a step is run,
And many a coward fails
Ere even his work's begun.
Think big, and your deeds will grow.
Think small, and you'll fall behind.
Think that you can and you will—
It's all in the state of mind.

If you think you are outclassed, you are;
You've got to think high to rise;
You've got to be sure of yourself, before
You can ever win a prize.
Life's battles don't always go
To the stronger or faster man,
But soon or late the man who wins
Is the fellow who thinks he can.

—Author Unknown.

A LESSON IN ECONOMICS

Harken to my voice, O my son, and give heed to that which I shall say unto thee. For this day as I passed thee at thy labor, it grieved me sore to hear thee murmur at thy lot. Did I not hear thee wail that a bearer of burdens thou hadst been, and would be, all of thy days? That thou hadst never had that which thou wanted, and hadst no chance to get it?

Verily, verily, I say unto thee; if thou art a bearer of burdens, it is because that is thy greatest desire, for thou wast created to perform that work which thy heart most craved to do, and thou shalt have that which thou dost most want.

Consider now, the man whose servant thou art. So far as thine eye can see, his herds cover the hills, and he is a very rich man. Hath he more members than thou? Or thinkest thou the multitudes stumbled one over the other in their desire to reach out and to give unto him? I say unto thee that as a youth he had not sandals for his feet. Many times and oft hath his belly cried for meat when he had naught but water wherewith to fill it, and in the morning light I have seen him rouse the cattle from their beds that he might comfort his feet in the warm places where they had lain.

His heart craved riches, and his soul hungered for the fat of the land with a mighty longing, so that he worked without ceasing. He wasted not his substance in riotous living, but saved his shekels and set them at certain tasks that they might beget other shekels. Now, after many days he is rich, and this one sayeth, "He is a conjurer," and that one, "He hath a familiar spirit," but I say unto thee: He hath given that which he wanted least, to get that which he wanted most. He hath that which he wanted, and so mayest thou have.

Seest thou the beggar at the gate of the city? His soul abhorred work, and his body craved rest with a longing mightier than all else beside. Behold, he hath rested. Since the days of his youth hath he begged bread with cold or hunger ever as his companion, but he refrained from toil—which was the thing he most desired.

Thou hast seen mighty hunters come up with much savory meat from the fields where thou hadst found no game, and fishermen come up from the sea with full nets where thou hadst fished in vain. They were skilled with net and spear because they wanted to be, and thou mightst have done likewise, had thy desire been as great.

When thou goest into the market place, thou seest wares that tempt thine eye. If thy desire for the wares is greater than thy desire for thy money, thou wilt buy. If the love of thy money is greater than thy desire for the wares, thou wilt not buy. In either event thou shalt come away with

that which thou most wantest. Men get what they want, albeit not always when they want it, and pay the price for it. It has been so from the beginning, and at the end it will not be changed.

Why then, O my son, shouldst thou expect the multitude to offer thee of their gifts, except thou showest that thou art ready to pay? If thou art not ready to pay, canst thou not understand that thou lovest that which thou hast more than the thing thou seekest? If a man value leisure more than riches, then he will not exchange his leisure for riches, and he will die a poor man, but possessing that which he wanted most. Wings are not given unto asses; neither are great gifts given unto men except they want them enough to earn and use them.

Finally, my son, if thou leadest a horse to water, and he refuse to drink, that is his privilege, and thou shalt not deny it to him. When thou returnest him to his stall, if perchance like Balaam's ass he reproach thee, saying he hath not had a chance, thou shalt in no wise be cast down, for thou knowest he hath had a chance, and hath done the thing he wanted to do.

THE VALUE OF GOOD WILL

President W. A. Winburn of the Central of Georgia in a recent letter makes a point which we desire to pass along to members of the Illinois Central family—that is, the immense value of good will. Mr. Winburn says:

"The Interstate Commerce Commission has tentatively fixed the valuation of the Central of Georgia Railway Company's property devoted to transportation purposes at $79,083,523. This is the amount upon which the company will be allowed to earn 6 per cent if it can do so. As heretofore stated, this is an opportunity and not a guaranty.

"The valuation of the commission does not include one very important asset of the company—one upon which it would be difficult to place a definite valuation, but which is of just as much consequence as lands, buildings or equipment, that is 'good will.'

"At the recent convention of Advertising Clubs in Atlanta, a speaker pointed out that the Coca-Cola Company, when sold a few years ago, obtained for 'good will' seven times as much as its actual physical assets listed—and that made its good will stand at more than $20,000,000. Proctor & Gamble list good will at $30,000,000 in their inventories, and Marshall Field & Co. compute good will in their annual balance sheets at $36,000,000.

"The good will of the Central of Georgia Railway Company is just what its employes make it. The opinion of the public which uses its lines for traveling and for shipping depends upon the quality of the service rendered. Public satisfaction with that service will be measured to no small extent by the courtesy and cheerfulness of those who render it."

WORK AS A LUXURY

"Life without toil, if possible, would be an intolerable existence. Work is the supreme engagement, the sublime luxury, of life."

President Harding has recently published a book, "Our Common Country," setting forth his conceptions of American ideals, and the foregoing is a quotation. It is unfortunately true that the romance of work is too often lost in the humdrum existences which the most of us lead; the burden of making a living weighs down upon us so heavily sometimes that we lose the vision. We grow to regard work as some grim spectre hovering about us, threatening our enjoyment of the artificial things which we in our blindness think of as life itself.

But the chief executive comes along to remind us that we are dead wrong when we thus let go. He assures us that life *is* work, that life without work would be at least a highly undesirable state.

Perhaps it is a fault of definitions. To many of us, work probably means the doing of unpleasant things, the griming of our faces, the production of perspiration and aches and pains. It is too frequently set in our minds as meaning the opposite of recreation, and thus we come to loathe work and long for play-time. But that isn't the true definition of work. Work means the accomplishment of things, and grime and sweat and aches and unpleasantness are by-products rather than the thing itself. And work *is* life itself. The President weaves a pretty figure of speech about it in calling it "the sublime luxury of life," but it requires only a

small stretch of the imagination to approve his figure.

What, indeed, is the end of our lives, if not the making of some definite contribution to the progress of the human family through our labors while a part of it? Why struggle on at all, if our struggles lead us nowhere but into the reflection that they are vain? The joy of achievement is the reward life gives us for our strivings. The man who feels no pride in the product of his toil needs to be lifted out of the despair into which he has fallen. The man who digs ditches may well love his work so much that he will aspire to dig better ones; the stenographer may be made to feel the importance of her work so greatly that she will constantly strive for the production of better work; each of us, if we catch the vision, will be ever on the alert to do our daily tasks better.

And thus the ascending scale of progress moves. But first of all must be the love of work for itself.

YOURS AND MINE

The family spirit of the Illinois Central folks is a precious thing. It manifests itself in genuine co-operation under the surface as well on the surface; it is apparent in a common pride, a common standard of workmanship, a common initiative.

Outsiders see it, too. In a review of the Illinois Central's recent history, the *Railway Age* said:

"When one's mind turns to the subject of efficiently operated railroads, one of the first carriers that comes to mind is the Illinois Central. This is true not only of students of the railway problem, but of shippers, whose opinion, in these days of restored competitive service, is of equal or greater importance. The Illinois Central today is supplying a service the character of which is bettered by no other carriers and equaled by but few. On the one hand, it furnishes a highly satisfactory fast freight service which delivers traffic in Chicago 62 hours after it leaves New Orleans. On the other, because of efficient management combined with the fact that 45 per cent of its total tonnage is bituminous coal, it secures an average trainload considerably in excess of the averages secured on the roads about it. Its suburban service out of Chicago ranks with the best in the country. There are few roads in the country so many of whose officers rank with the leaders in their various departments."

Our success is all a matter of pulling together and standing by the home folks. If this magazine can help in any way to cement the allegiance of any Illinois Central employe to his fellow employes and to the company, then its mission is not in vain.

That the family has taken the magazine to its bosom is proved by the constant reference in letters to "our" magazine—not "your" magazine or "their" magazine or "the company's" magazine, just "our" magazine. We couldn't ask for a better description.

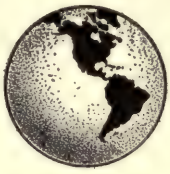
"OFFICE MEN, 'TENSHUN!"

The editor of the *Illinois Central Magazine* has received a letter from a chief clerk in Mississippi, suggesting that a department of special interest to office men be established. The chief clerk suggests that it be an "office man's corner," wherein ideas for the promotion of efficiency in the offices be exchanged. He tells how a suggestion which he received from another office man during a business trip made it possible for him to save at least one hour's time a day in copying freight train performance reports. The editor thinks it a good suggestion. He would be glad to carry it out if he were assured that the office men throughout the system would co-operate in making it a lively, worth-while feature of the magazine.

There is a wealth of material which could be exploited. Labor-, material- and time-saving methods in filing, the handling of correspondence, the making of special reports, the requisitioning and allotment of materials and supplies—all are of general interest. If some clerk has perfected a formula for vitalizing the work in his office he's selfish if he doesn't want to give the others the benefit of his devices.

So the editor is going to "pass the buck" to those who would benefit most from such a department. If the idea appeals to other office men, and they think they have something worth telling,—suppose they sit down and write the editor about it. If sufficient good material is received to give assurance that the department will not languish, it will be started; if not, such good material as is received will be used anyway.

PUBLIC OPINION

What the  World thinks

THE UNDERTAKER WINS

It is always well for autoists to remember that no prize is offered for beating a railway train over a crossing.—Toledo (Ohio) *Blade.*

LOWER RAILWAY RATES

The American Farm Bureau Federation, which claims to represent a million and a quarter American farmers, in its appeal for a lowering of railway rates makes but one definite suggestion.

It asks for the repeal of Section 15-A of the new railway act. This provides that when rates are fixed the railroads shall be allowed, above expenses and taxes, 5½ per cent on their present value. The federation thinks this too generous, but does not recommend a substitute. What would it have?

Nor does it note that the recent railway income has not netted 5½ per cent on value —hovers around 1 per cent. The Interstate Commerce Commission has not met the obligation which rests on it, and hence present criticism of the section is academic. The section now is as if it were not.

Nor does the federation note how carefully the commission has kept away from railway valuations. It has collected some figures, but it has avoided any definite total. What are the railroads worth? On the basis of the present value of their securities, something less than $20,000,000,000; on the basis of cash cost, probably $25,000,000,000; on the basis of replacement, probably $30,000,000,000; with reasonable allowances for increment, such as farmers have gained on their land, probably $35,000,000,000. But these are all mere estimates. There has been no formal ascertainment of value, and most of the investigation which has been made is already archaic.

But taking the estimate of $20,000,000,000 as the least the courts would consider nonconfiscatory, and assuming that the courts would require an allotment of at least 4½ per cent on this, a little figuring shows how little would be available for rate reduction should 1 per cent be taken from the present theoretical allowance of 5½ per cent. The sum coming to the railway owners would be lessened only $200,000,000 a year. If this entire amount went to shippers the resultant reduction would be but microscopic.

The federation ignores the condition, as do so many others, that the share of railway incomes now reaching owners is small. Were there now proper maintenance expenditures the expense of railway operation and taxes would be close to 95 per cent of gross income, against 60 to 70 per cent a few years ago. No longer is it possible to extract any considerable fat from railway owners. They have been reduced to leanness. If rates are to be lowered, except as to commodities, where a lowered rate means more net revenue, then it must be by lessening the cost of railway supplies and labor, or by improving the railway plant. Why is the federation unwilling to point out these facts to its membership?

Not only is the federation persuaded, apparently, that the railway owners who get now so little get too much, but it regards it as an economic absurdity to single out the railroads and give them a guaranty. Of course. Yet its aversion to government interference disappears as it asks the government to fix lower rates! It is rather late to find fault with singling out the railroads. The practice began many years ago, and it never has been said that the railroads asked for it.

Not by reviving the doctrine that the railroads are rich and their owners can be safely

and justly plucked is the difficult railway problem to be solved. The interests of farmers and railroads are mutual, not antagonistic. The war cries on which a generation of demagogical politicians did business are out of date. Taking the last twenty years as a whole, those who have put money into land have done better than those who have invested in railroads.

Yet we discover an organization which would be accepted as intelligent and fair seriously saying that because agricultural prices went up from 100 to 150 per cent, while rates and fares advanced only 50 per cent, the one interest should submit to a markdown equal to that of the other. In many instances railway rates need adjustment, and smaller collections, per unit of traffic, doubtless mean larger revenue. But it is manifest that there can be no material reduction of what the railroads collect unless there is first a material reduction of what they pay out. The path of true progress seems to be in furnishing them the capital to make improvements enabling them to do more work at less cost.—New York *Tribune*, July 26.

THE CHARGE OF EXTORTION

The directors of the Iowa Traveling Men's Association held a meeting at Cedar Rapids last Saturday and went on record in denunciation of prevailing freight, passenger and hotel rates.

This was an expression of impatience and selfishness rather than of sober and responsible judgment. It is easier to denounce freight and passenger rates, whatever they may be, than to tell how the railway companies can hope to induce investment in their properties unless they can show a profit. It is easier to condemn the new rates than to explain how the railways can reasonably be expected to return to the old when confronted by an increase of 150 per cent in the cost to them of a particular quantity of service when compared with the cost of that service before the enactment of the Adamson law in 1916.

So it is with hotel rates. The claim that dining room prices are excessive is made in the face of the fact that dining room service has disappeared from many hotels because it was found after a trial that it could not be conducted at a profit, notwithstanding prices to the guests were so advanced that many considered them extortionate.

All declarations respecting such matters should be made in a spirit of fairness and with due sense of responsibility. The man of open mind, who does not wish to deceive himself merely to feed his own prejudices, will consider the best evidence always. The best evidence of whether the railways can afford to reduce existing rates at present will be found in their latest financial statements and in the quotations on their securities by the exchanges. The best evidence respecting the charge of extortionate prices for meals at the hotels is supplied by the closed dining room.—Dubuque (Iowa) *Telegraph-Herald*, July 21.

SUMMER TRAVEL IS GOOD

R. J. Carmichael, assistant general passenger agent of the Illinois Central and the Yazoo & Mississippi Valley railroads, says that tourists, vacation and week-end travel has developed into an excellent volume this summer, but commercial passenger traffic has been and is at a very low ebb. However, this class of travel, he continued, is expected to increase next month, as many wholesale commercial concerns through the country are planning to resume their old-time practice of again placing traveling men on the road.

A number of concerns have been endeavoring to solicit business through correspondence. It is said that the same results have not been obtained as during the period when traveling men made the rounds extending personal solicitation.—Memphis (Tenn.) *Commercial Appeal*, July 22.

MARKHAM SETS EXAMPLE

The president of the Illinois Central System, Mr. C. H. Markham, is persisting with an innovation which he launched some time ago. This is to keep in touch with the employes and the public, and to let both know everything worth knowing about the railroads, its plans and its affairs.

There is no doubt that this policy will cause the Illinois Central System to be more popular, and that, as the people and employes will understand all of its problems, it will have a minimum of friction and a maximum of co-operation. Adoption of

such a progressive policy by Mr. Markham is a practical sign of executive efficiency. Mr. Markham is ready to try out every new idea which promises better results.

Two examples of his frank methods are of recent date. One is a 25-page booklet, "What Every Employe Ought to Know About the Illinois Central System." The other is a full and candid statement to shippers and consignees regarding the chief problems which the Illinois Central must solve.

Employes of very few concerns know anything about the concern's history, and they take but a casual interest in things. Mr. Markham thought his men would like to know all the facts about the Illinois Central, and so he published this pamphlet which gives the history of the road, its progress, its plans, its service, and all worth knowing. Unquestionably, the employes of the railroad have read the book with the keenest interest.

Shippers and consignees like to be familiar with all of a railroad's affairs. By having this information they find out how to realize better service, and they are able to act with judgment when any question regarding the railroad comes to their attention.

Mr. Markham is taking the public and the road's employes into his confidence, and this will do more than anything else to produce a fair understanding.—East St. Louis (Ill.) *Daily Journal,* July 5.

MUST OBEY CONDUCTOR

The conductor of a railway passenger train is in absolute control of his train and must be obeyed by passengers if told by him to get off, was the holding of the appellate court at Springfield, Ill., this week in the case of Edward S. Bradbury against John Barton Payne, director general of railroads. W. R. Hunter of Kankakee represented the director general.

The case arose out of the ejection from an Illinois Central passenger train of Bradbury by the train conductor some time ago. Bradbury purchased a ticket at Chicago for Belleflower over the Illinois Central and boarded a train which was not scheduled to stop at Belleflower. The conductor gave him back his ticket and told him he must get off at Gibson City, the station this side of Belleflower, and go on to the next station on another train. The plaintiff refused, and the conductor called a policeman, who took Bradbury to the police station.

Bradbury told the conductor that the agent who sold him the ticket said the train stopped at Belleflower as did the porter on the train. Both of these men denied making these statements. The porter said that the man had told him he was going to Springfield.

The court held that in all cases the orders of the conductor must be obeyed by the passenger, whether right or wrong, and if requested to leave the train at a railway station he must do so without resistance, and by doing so the passenger does not lose but preserves his right against the company, in any case where the conductor is wrong.—Kankakee (Ill.) *Daily News,* July 23.

DAMAGE IN TRANSIT

When President Markham of the Illinois Central takes his pen in hand to address his patrons, he usually has something to say that is for their benefit as well as that of the railroads. His most recent appeal to them is to use more care in packing and directing their shipments of freight and to cut down the bills for loss and damage in transit, which are steadily mounting higher.

Mr. Markham is frank enough to say that lack of care on the part of shippers and consignees does not cause all this loss. He states that the railroad is doing all in its power to correct such abuses and to mimimize the losses for which it is itself responsible and asks the shippers to do their part also. He requests that carload shippers insist on receiving the cars best adapted to their shipment and to see that shipments are properly braced and stowed to prevent shifting; and that smaller shippers use substantial containers for their goods, mark the destination of packages plainly and remove all old marks. He also asks that shipments received be immediately examined so that any concealed damage may be properly reported.

The loss and damage payments of Class I

railroads have risen from 23 millions in 1916 to 104 millions in 1920—an enormous price to pay for haste and inattention. Those who have presented claims to the railroads are well aware that what they pay rarely covers all of the loss. The incompetency and inefficiency people were obliged to tolerate in the war years, a small fraction of which is represented by this extra annual bill for 80 millions for loss and damage in transit, is not the least alarming relic of that period nor the easiest to eradicate.—New Orleans *Item*, July 8.

DEATH AT CROSSINGS

Fatal accidents are occurring every day at the railway crossings all over the country. It would seem that everyone who drives an automobile would take warning from the daily reports in the newspapers of parties taking chances at the crossing of the railroad. But it is a lamentable fact that there are those who cannot learn by the experience of others.

There have been several cases recently where auto drivers took the chance of beating the engine across, killing not only themselves, but all the other occupants of the car.

The driver of an auto should bear in mind the fact that he is responsible for the safety of every human life in his car, and should take every precaution to protect them from injury. When he approaches a railway crossing he should slow down to such a speed that he has his car under control to stop at once. He should take no one's word that there is no train coming. It is his duty to look for himself. It only takes a moment of his time to do this. Supposing a train is approaching and there is a fairly good chance of his "getting by" before the train hits him? How much more sensible would it be for him to stop until the train passes? Everyone in his company would feel better, himself included.

"Look at that d—n fool!" That's the answer, if you want to know how people think about you when you "beat the train to it." And if you don't quite make it, of course you don't care much what they think of you. Still someone will feel sorry. But if you play the game on the "safety first" plan, everybody will be happy.

We ofttimes wonder if the engineer does not, when he observes an autoist stop his car a good distance from the crossing, heave a sigh of relief and wish to God he could depend on every other man driving a car to do likewise. An engineer cannot stop his train at every crossing where an auto is approaching. If he did so there would be no train service. So it is up to the autoist to do the watching and stopping.

Most of the fatal accidents are the direct result of reckless driving and carelessness. All of us have seen autos approach a railway crossing, the driver having one arm around a "friend," each looking into the other's eyes in that "dying duck in a thunder storm" fashion, while the couple in the rear seat were too occupied with their spooning to take any notice, or care, where they were. They may have cleared the crossing. But that was because it so happened that there was no train to bump into them.

On one railroad alone more than 500 crossing gates were broken by motorists in one year. Just think of it.

Don't risk your life to save a minute. "Stop, Look and Listen!"—Editorial, Winthrop (Iowa) *News*, July 14.

AN APPRECIATION

The Chamber of Commerce has just received a letter from Colonel A. H. Egan, general superintendent of the Y. & M. V. R. R., announcing the through sleeper car service between Greenwood and New Orleans, for which it made urgent request some months since, is finally to be granted, and will be inaugurated on the 24th of this month—Sunday next. The sleeper will leave New Orleans on train No. 24, present schedule 2 a. m., arriving at Jackson at 7:55 a. m. From Jackson to Greenwood it moves on train 324, which now arrives in Greenwood at 10:33 a. m. Leaving Greenwood, the sleeper moves on train 323, which now leaves at 4:10 p. m., and is picked up at Jackson by train No. 5, on the Illinois Central, at 3:15 a. m., reaching New Orleans at 9 a. m.

The Chamber of Commerce feels it nothing more than due Colonel Egan and the Illinois Central Railroad to say that every citizen of

this entire community and section will be profoundly grateful to them for this consideration, particularly at a time when other roads are curtailing service and howling hard time as though they were an exception to the rule. The fact is that the Illinois Central Railroad just about stands at the head of all the railway systems in this country—and so do the men who operate it. They stand in a class by themselves.

It is now up to the traveling public of this section to make a success of this service, financially. Otherwise it will be withdrawn. —Greenwood (Miss.) *Daily Commonwealth*, July 18.

A CAUSE OF LOSSES

President Charles H. Markham of the Illinois Central System has issued a statement of the amount paid out by American railroads on account of loss and damage to freight, representing an economic waste burdensome alike to the railroads and the public. That the waste is substantial is shown by the record of loss and damage payments made by Class I roads:

1916	$ 23,346,965
1917	35,079,757
1918	55,852,797
1919	104,507,174
1920	104,398,930

President Markham does not claim immunity from similar loss. That the Illinois Central System has borne its share of the economic waste on account of loss and damage to freight as will be seen by examining these figures:

1916	$ 655,293
1917	1,077,720
1918	1,653,706
1919	2,298,250
1920	2,745,099

Without for an instant claiming the Illinois Central employes guiltless of causing loss or damage to freight consigned to their care, President Markham makes a powerful appeal for co-operation by all shippers in looking well to the manner in which they ship their goods. Merchandise hastily and inadequately crated he discovers to be a cause of this appalling economic loss. One effective preventive of this constant and increasing drain on the railroads and shippers alike would seem to be in the selection of substantial containers in which to pack the goods for shipment so that packages may not be crushed and contents damaged when loaded into cars with other freight.

In an age when nearly every economic loss must usually, in the final analysis, be borne by the consuming public, it is not difficult to trace this loss directly from the first cause to its ultimate effect on the poor chap who lives down in the crowd. Upon the prosperity or adversity of the railways hinges the question of freight rates. Upon the expedition and safety of goods of commerce from the producer to the consumer largely depends the retail cost of every commodity. Assuredly, this business of carelessly handled freight is as much the business of the consuming masses as it is that of the shippers and the railways and the innumerable traffic bureaus which slovenly packed and slovenly handled merchandise have created.—Birmingham (Ala.) *News*, July 11.

UNJUST RATES

The roadbuilding campaign in Mississippi deserves all possible encouragement, but it is unreasonable to ask that it be carried on at the expense of the railroads.

This is practically what the railroad commission seeks to do in the new freight rates on sand and gravel promulgated by that body.

The proposed rates are far below those fixed in other states on the same commodities. They are so low, in fact, that their enforcement would mean the hauling of sand and gravel at an actual loss.

The common carriers in Mississippi have borne without complaint their pro rata share of the expense of building better highways. They are heavily assessed in the special road districts throughout the state, and it often happens that boards of supervisors gerrymander a road district for the express purpose of bringing as much railroad mileage as possible within its borders. It is quite a common habit for the surveys of the improved highways to parallel railroad tracks, and the railroad company pays a far larger share of the special assessment than any dozen property owners in the district.

The railroads are entitled to reasonable

rates for hauling sand and gravel. They are not charitable institutions, and it should also be borne in mind that no other form of freight traffic involves a heavier wear and tear on rolling stock than sand and gravel shipments.

Rather than attempt to haul this class of freight business at a loss, one of the common carriers has taken the case to the courts to determine the reasonableness of the new tariff sheet, and others will no doubt do likewise.—Jackson (Miss.) *News*, July 20.

Appreciates the Railway Employes

It is nice to be appreciated. Railway employes frequently feel that the railroads' contribution to the life of the communities they serve is not always recognized. But here is an article from the Community Builder, official publication of the Chamber of Commerce of La Salle, Ill., that proves the opposite for La Salle, at least.

Railway employes and their families are a very important factor in the business and community life of the city of La Salle. Probably but a small portion of our citizenship realize that so many people in this city are employed by the various railway companies, and that the annual payrolls total many thousands of dollars that goes into the business channels of La Salle.

In normal times, when our factories are all running full force, the four steam railroads entering La Salle and the interurban give employment to 390 persons, a large proportion of whom are men, only a few women beging employed in the offices. To these 390 persons every month is paid in wages $55,000, or a total annual payroll to railway employes in La Salle, $660,000.

Just at this time, owing to the business depression, the normal railway force is reduced to 315, but this is only a temporary matter, and as soon as conditions get back to something like normal the railway force will be increased to 390, the number required to handle railway business in and out of La Salle.

A large number of these employes are married and have families. With an average of five persons to the home, it is safe to say that the railway payrolls support fifteen hundred or more people.

All of this $660,000 annually goes into the legitimate business channels of La Salle. It is expended for family supplies, rent, fuel, provisions, clothing, etc., invested in homes, or deposited in banks. It is just $660,000 of the total that La Salle has to do business with, and it comes as the earnings of 390 railway employes.

Our railway people are all high-class citizens. Most of them earn good salaries, and they are in every way law-abiding, progressive citizens, a very desirable factor in our business and community life. They help to develop and build up La Salle. They are worthy of every consideration. They are supporters of the good things that are necessary to a community.

These facts and figures are given to call the attention of our people to the importance of the railway interests of La Salle in the way of financial and community support to the city. It is well for our people to be advised of all these facts that they may fully realize the importance of La Salle railway employes.

We are very fortunately situated from the standpoint of transportation. With three trunk lines entering the city and adequate connection and good service with another trunk line, we have good freight service touching all parts of the country and practically every commercial center in the United States.

The three trunk lines entering La Salle give us a very satisfactory passenger service, while the interurban puts us in touch with various towns east and west. This transportation service is an important factor in our industrial and community life and makes of La Salle a desirable place in which to do business and gives us many advantages as an industrial community.

The *Community Builder* extends greetings to the railway employes of La Salle. We recognize them as a potent factor in the commercial and social life of this city and wish for them success and prosperity.

Even Stephen

By HORACE

Short Story Complete in This Issue

I'M telling this moral and diverting tale as an innocent bystander. Well, maybe I wasn't as innocent as I looked, at that, and once or twice I was a little more than a bystander, but all right. It's about two guys in the car and ticket accountant's office. Their names are Bert Brown and Fatty Ferrill. And then there was the boss's new bronze-haired typewriter agitator: name of Nettie Belle Nevins; I say *was* because she isn't his stenographer now, and her name isn't Nevins any more—but that in its place.

The day Nettie Belle came to stenog in our office she started a fad. She was the fad. The minute she arrived, there was a stir. Everybody sat up and breathed hard. For she was sure sweet ointment and soothing lotion for tired eyes. Say about nineteen, cheeks like rose petals dipped in dew, hair like spun copper, eyes the color of a June sky after a shower—cool, calm, peek-a-boo-waisted, coy, and wise—that was Nettie Belle. But of course the gang of slaves around the office didn't know her name so glibly at that particular time.

Bert Brown met her formally right away. He's a kind of Friday for the boss. And the minute he met her he fell in head over heels. I don't hold that against him, poor simp. He might have had good sense and still made the same mistake. Bert's an old schoolmate of mine; both of us hatched and fledged in the same little town; I feel I have a right to make light of his mental caliber, range and velocity.

The boss's stamping ground is in a little railed-off pen up in front. Back of the fence, the rest of us hack along at different desks scattered around the big room. Of course, during that first forenoon—and for some time afterward—whenever the new baby doll happened to glance back of her in a pensive way while cudgeling her marshmallow brain trying to remember how to spell Ypsilanti or Sault Ste. Marie—incidentally overtaking some Hopeful Herbert in the throes of a sly once-over—she made no sign. At least, not until she chanced to mix her violet gaze with the yearning rubber of Fatty Ferrill—when what does she do but curve a cherry lip and treat him to a glimpse of a row of seed pearls. Zowie! Fatty is gaffed. All this the first day, mind. Two scalps hung up to cure in the sun before the battle had begun.

As a matter of fact, Bert and Fatty sort of elbowed the rest of us off the firing line from the start, anyway. Nobody wants to be on a mere waiting list with the chances about 400 to 1 that the call boy won't ever give 'em a lusty summons. Me? No, I'm not beefing. I don't go bughouse over every bird of paradise I see. I think I'll kind of pussy-foot around and find me a nice, plain-plumaged, oldish chickadee with a safety-deposit vault full of Liberty bonds and Standard Oil shares. I sure could occupy my week-ends pleasantly clipping coupons. Besides, beauty isn't even skin deep a lot of the time, and if it is, it wouldn't do to have two star lookers hitched to the same road wagon; they'd steal each other's thunder. But to resume.

Fatty engineers it so he can cop a knockdown to the charmer. A forward lad is Fatty. Nosey; and a forger to the far front. He fixed it so he'd have to confer with Miss Venus de Miles about something or other, and the sum of his schemes equaled the least common multiple of his high hopes. The boss himself made 'em acquainted.

Fatty isn't tongue-tied, either. He's always steamed up where a girl is concerned and ready to roll out on the main line and pull her wide open. He believes in the old adage which says, "A stitch in time knocks the persimmon, and faint heart never gathers any moss." So while conferring officially he makes a date to take Nettie Belle to the White City Sunday afternoon for to eat candy, popcorn, peanuts and see the works.

Adalbert Brown was mightily peeved when he heard about that. And he heard about it when he tried to get himself elected escort

to Luna Park for the same day and date, as the law sharks say. Being sort of an old acquaintance of mine, he singled me out to serve as a waste basket in which to dump the disgruntled whinings of his disappointed soul, as it were, while we were walking up the street.

"You know Miss Nettie Nevins, the boss's new stenographer," he began.

"Who, me?" I growled. "No, kiddo, I don't know her. I haven't got any friends in the courthouse who think it's worth while to present me. How could I know her?"

He muffed my throw. "Whatty y'think?" he yammers. "That slob of a Fatty Ferrill has had the nerve to make a date to take her to the White City Sunday. She told me so herself. I thought she'd have more judgment than to let a lard head like him get on the good side of her."

"Yeh," I said, refusing to get excited. "I s'pose he must've threatened her life or something to make her go."

"Oh, he's got plenty of nerve, and she's a stranger. But he's gotta cut it out. I can take Miss Nevins around and introduce her into polite society."

Well, I guess you could call the bunch that goes to Luna Park and the White City "society" in a way; I wouldn't go so far as to say they're polite, though, in a rush for the street-cars. But let it go.

"Um," said I, "Well, so long. I'll leave you here. Be good."

Telling Bert Brown to be good was like admonishing a squirrel to eat walnuts. He was the original angel child. Never smoked, drank or played a game of chance in his life. Never even said a naughty word. In school he was teacher's pet, and wouldn't play rough games because it got his velvet suit dirty. Never read a dime thriller, always home by sundown, that was Bert. He was a kind of boy that plays with girls. You see 'em turning the skip-rope and helping make mud pastry when they're little fellows with long

The minute she arrived, there was a stir. Everybody sat up and breathed hard. For she was sure sweet ointment and soothing lotion for tired eyes.

curls, and when they get bigger you'll spot 'em carrying a snap-shot camera, and a striped parasol, with some young thing out the railroad track hunting wildflowers. I wonder sometimes if the spectacled little men you see leading poodle dogs along the sidewalk of evenings aren't the final stage of those mamma boys. But to continue.

Fatty took his charmer to the gay pageant Sunday afternoon, as scheduled. But he overlooked a bet. He ought to have got the young lady committed in writing or something for future engagements. Success must have made him careless. Anyway his wild career as a gay Lochinvar was a thing of the past as soon as Bert Brown got a chance at the birdie's pink ear. Even a rabbit is dangerous when desperate. Bert didn't do a thing but hog all the open dates with Nettie Belle for a month ahead.

Nobody loves a greedy guy. The shoat who grabs two whole seats for himself in a day-coach or gloms on to the best piece of meat on the platter is well-despised, and the lad who tries to monopolize a fair Lizzie who is presumably foot-loose is deliberately aggravating. I almost took it as an insult myself. Not that I was interested or implicated in the least. Sure not! She didn't know me from Noah's son Hamlet, and it would 've been all the same if she had. The world is full of beautiful damosels.

You see 'em hopping off of every train—or else climbing on board—at every station in the land. They're growing both ways out of their clothes on all sides. Me, I don't carry my bleeding heart around like a bangle on my wrist. Cold, critical, cynical and casual, that's me. And yet, Nettie Belle might have done worse. As the thing stood, she prepossessed herself into my disfavor, so to speak, by ignoring me and double-crossing my friend Fatty. Hence my interest.

Fatty mentioned the subject to me.

"Whatty y'think," he said. "You know that Miss Nevins, the boss's steno?"

"Nevins, Nevins," I said blankly, "you said Nevins, didn't you?"

"Oh, fiddle!" he said profanely. "You seen she and I at the White City Sunday"—Fatty's grammar was sadly neglected early in life, I fear.

"Why, so I did," I conceded, "at a distance. My room," I added, "seemed much more desirable than my company on the occasion mentioned."

Fatty overlooked the satirical tang to my tone.

"She's a cute little Jane," he said, like a calf bleating. "She's my idea of a dag-goned pretty girl. Smart, too. But that sis of a Bert Brown has took a lot on himself; he's got her engaged for the rest of the summer. Say, old hoss," he exclaimed, suddenly lit up with a thought. "You and Brown came from the same backwoods village, I hear. I'd hate to think you like him—if you do, I pity your taste. Say, ain't there nothing you know about him? Was he ever arrested for snatching candy from a sick baby or nothing? Don't you think of a thing we could tell her to queer the boob?"

I pretended to rack the old bean. After all, why not frame up something in the way of a little local color for Adalbert? His record was spotless, but I could make up something. Why not? Nothing raw, of course, just something sort of mischievous.

But I mustn't appear too ready and willing.

"Why—why—" I muttered reluctantly—"I don't want to be a knocker—"

"Poof-poof!" said Fatty, interested. "We're

Fatty took his charmer to the gay pageant Sunday afternoon, as scheduled.

good friends. Come on, you can trust me with anything it's safe for you to know yourself."

"Well, the fact is," I said with great earnestness, "Brown's a bad outfit. I know him like a clothbound book. I've known him since he wore rompers. He's a sly dog. A tough proposition. He used to drink, gamble, and raise Cain a good deal—I wouldn't wonder if he does yet—all on the Q .T., you understand—"

"That sounds like a joke," Fatty grumbled. "You would never think it. You ain't kidding me—"

"Kidding you? Not a bit. Bert Brown is the original weasel. Sly as a fox. Old James J. Catfoot. He's got a poker face, and he keeps 'em all guessing. And when it comes to hiding the shells—well, take it from me, he's there, that's all—"

A 10-year-old kid wouldn't have swallowed such cock and bull, but Fatty actually fell for it. "Well, whatty y'think of that!" he gurgled. "I'll sure put Miss Nevins next to the pup," he promised.

"You'll do nothing of the kind!" I forbade. "I didn't tell you this for publication. I'm not running a free information bureau for red-headed stenographers."

So Fatty hot-footed it at the first opportunity and told Nettie Belle everything and more. I fear his imagination ran riot over hill and dale. I fancy he represented that Bert Brown was a thug in dude's clothes and worse, for the girl wound up by flying mad at Fatty himself and enjoining him never to speak to her again, not even on official business. She meant it, too, for from that day to present writing she never did raise the ban as far as Fatty is concerned. But immediately afterwards she began to make all kinds of googly eyes at Bert. All day long you could see them ogling each other like a couple of dying calves. It was plumb sickening.

It looked like she had decided to take Bert in hand and reform him. Fatty had merely scuttled his own barge when he lied about the other fellow. His own petard had turned out a boomerang. But that's generally what happens to an amateur muck-raker. However, after all, what was it to me? None of 'em was any of my folks. So I snapped my fingers and caught a trolley car for Luna Park.

Perhaps half an hour after I arrived, as I stood harmlessly munching an ice-cream cone beside the iron balustrade around the lagoon where the boats full of yelping yokels scoot out from the shoot-the-chutes, I heard somebody say:

"There he is, now, the big roughneck! I'll make him eat what he said."

Then I heard a trembly female voice say: "Oh, please, Bert, don't start any trouble! Please don't, Bert—"

With which I beheld old Belligerent Bert Brown, the beetle-browed brawler, standing before me with Nettie Belle Nevins hanging like a dove of peace festooned with olive branches to his brawnless right arm. Whisht, mavourneen! The lad was angry.

I stared expectantly.

"I understand you've been telling a pack of lies about me!" he said fussily.

"What was it I'm supposed to've said?" I parleyed, after taking a bite of ice-cream to conceal my nervousness.

"Why, you said I was a card shark and a booze-fighter and a—a—I don't know what all. And you know it wasn't so. We lived in the same town, and you know I never gambled or drank like the rest of you fellows did. What did you tell Fatty Ferrill I did for?"

"Oh, Bert, don't get into trouble, now," begged the girl.

"Keep back!" I said, acting like I was mightily alarmed. "You needn't think you can scare me with your fighting record. I'll have you pinched if you jump on to me!"

It must have been on account of my seeming timorousness, I can't think what else. It is well known that a barking pup will chase you furiously if you show fright. Anyhow, all at once, Nellie Belle turned Bert loose, and—whatever got into him at that moment, I couldn't say—the following is what actually happened. Bert went Berkshire or whatever they call it and fell upon me like a raging setting hen, cackling, scratching and pecking with the murderous frenzy of some terrible insect.

His onslaught was so abrupt that I hadn't time to let go of my half-eaten ice cream cone or regain my balance. My next definite impression was that of falling backwards over the iron railing. Then I lit with a tre-

mendous splash in the wet, wet water of the lagoon.

I caught a fleeting glimpse of bad old Adalbert and his red-haired accessory before, during and after the fact, beating it hastily through the gathering mob of sightseers.

I clambered dripping and considerably abashed over the railing to terra firma.

Confounded little man-eating guinea-pig! If I could have found him and his partner and coadjutrix, I'd 've stood treat to the soda pop and pledged them both to a long and adventurous career and many happy returns. But I couldn't find them. They must 've hit the first outgoing car.

I paused beside the boss's corral the following morning. I felt guilty of bald-faced defamation of Bert Brown's character, and I wanted to eat crow, to the best of my ability, before Bert's loyal lady friend. If my words interfered with her lofty plans for reforming bad old Bert, I couldn't help it. I was resolved to confess up.

"I want to tell you something about Bert Brown," I said sheepishly. "The truth is you've been deceived in thinking that Bert Brown's a bad oyster, Miss Nevins. I've known him since he was a baby. He's always been a good boy. He couldn't do anything wrong if he tried. At school he held the championship record for sustained cleanliness, godliness, punctuality, punctuation and punctiliousness. He never missed a Sunday school lesson in all the days of his youth. He never even had an argument with anyone, much less a fight. His record for drinking and gambling is as flawless as a white rabbit's. I sincerely hope you won't get the notion because of his assault on me yesterday that he's a bad man from Bitter Creek, for he isn't. He just had a little brainstorm, and my foot slipped, I was so surprised. He probably won't have another spell like that in a hundred and sixty years—"

I thought she looked kind of horrified-like as I stated the heights and depths of the young man's innocence and harmlessness, but I was wound up, and I kept on talking—that is, I continued to reassure her—until the boss happened to come in. I cut my visit short after that.

Then I lit with a tremendous splash in the wet, wet water of the lagoon. I caught a fleeting glimpse of bad old Adalbert and his red-haired accessory . . . . . beating it hastily.

"Thanks, awfully," she said rather coolly, it seemed to me. "Your unselfish interest in Mr. Bert Brown's affairs is remarkable, I'm sure. He ought to feel under obligations to you for clearing up all misunderstanding about his past life—"

I zoomed on my way, wondering what she was trying to get at. But then most of these beautiful dolls are shy when it comes to that convoluted gray stuff. So I let it go at that. Bert hung around her right fondly all morning, but later on he had a look on his face as if he'd smelled rubber burning or something. And pretty soon, it was evident that he was slipping. He glowered at me sometimes when he thought I wasn't looking, but he never attacked me with sui-

cidal intent again. But why prolong the suspense and also the expense per word?

Nettie Belle's married now. We made up the price of a silver tea service or some such bagatelle in the office. Did she marry Bert? Not so you could notice it. She married the boss.

And him with an awful police court record. Fined twice this summer for speeding in that Mudcat roadster of his. A regular law-breaker. A tough guy. Sometimes I get to wondering—but no matter. It's nothing to me. I'm looking for a nice, plain-featured, oldish-like young woman, with a barrel of boodle and a generous disposition—but I believe I said that before.

Think—"As a Man Thinks, So Is He"

By HERMAN J. STICH

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James J. Hill, king of railroad organizers, once handed a written order to a young, newly hired bookkeeper.

The bookkeeper glanced at the order, thought for a moment, then said to the railroad czar:

"Sir, this order is all wrong!"

Mr. Hill took back the order, studied it a minute or two, then carefully scrutinized the young fellow before him.

"I believe," he remarked finally, "you'll DO. You THINK!"

The man who can think is the man who can DO, and the man who thinks is the man who DOES; exceptions to this rule simply emphasize it.

"I think, therefore I am," reasoned one of the world's greatest philosophers.

And the man who does not think simply is NOT—he is a dead one—whether he knows it or not.

The final test of a man's value is his ability to think.

Inability to think—which usually means unwillingness to think or mental laziness—makes a man a liability to himself and to everybody with whom he does business.

The man who will not think as he works eventually degenerates into a worshiper of precedent. He prays to the calendar and the time clock. He becomes warped, incapable, prejudiced, dogmatic and ignorant.

If you want to improve, to move up and to enjoy—THINK! THINK as often and as hard as you know how.

A man may have knowledge, faith, initiative, graciousness and all.

But if he will not think, if he does not use his gray matter while using his muscles, if he refuses to seek eternally a better way to capitalize the day, he is neglecting the one fundamental that alone can win him a place in the sun. And he grows constitutionally inefficient and inferior.

There need be no such thing as purely mechanical work, although much work is done mechanically.

When a man becomes so proficient that he "doesn't have to think about his work" he ought to get some other work, or somebody else's hat will soon hang from his favorite peg.

THINK!

"As a man thinks, so is he," said the wisest of men.

Think as a matter of self-preservation.

For the man who stops thinking starts drifting—always toward the rocks.—*By courtesy of the Ledger Syndicate, Philadelphia, Pa.*

NEW EQUIPMENT ADDED

July has seen several additions to the passenger service equipment of the Illinois Central. The additions include: twelve 70-foot compartment coaches with two partitions, No. 3150 to No. 3161 inclusive; eighteen 70-foot baggage cars, No. 755 to No. 772 inclusive; five 70-foot dining cars, No. 4000 to No. 4004 inclusive; twenty suburban cars, No. 1301 to No. 1320 inclusive. The suburban cars were expected to be delivered at the rate of three a week beginning July 26; delivery of the others was expected to be completed by the end of July. The new baggage cars, coaches and dining cars will be used on the through trains. The cars come from the Pullman Company.

Our 12 Veteran Pensioners

(Continued from Page 19)

best legal talent in Iowa as my advisers: J. J. Knight, of Dubuque, J. F. Duncombe, Kelliher & O'Connor, Senator Kenyon, and Thomas D. Healy, all of Fort Dodge. Senator Kenyon and Mr. Kelliher are the only ones surviving."

Lost His Right Leg

Mr. Norman, who is now 75 years old, started his railway work as a brakeman on the old Dubuque & Sioux City Railroad, September 16, 1865, and continued as brakeman for two years. On September 16, 1867, he was injured, and it caused the loss of his right leg five inches below the hip, which laid him up for a year, which he spent in recuperating and brushing up at a business college at Dubuque.

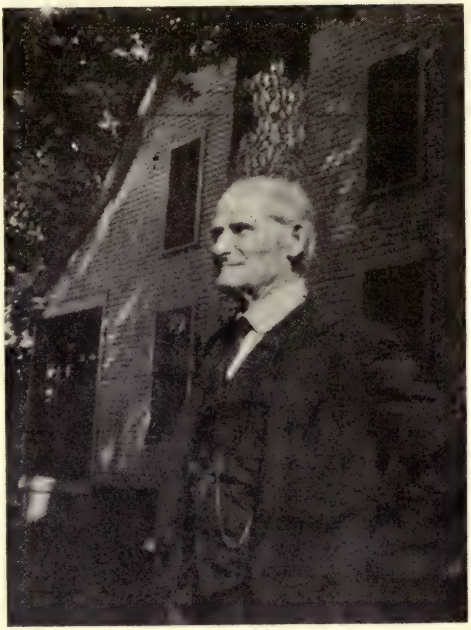
"In September, 1868, I was called to go to Winthrop, where I learned telegraphy in a very short time, about one week," he says. "Then I was given charge of the office and became a full-fledged telegraph operator. I continued at this work until 1902, most of the time nights.

"I have acted as extra agent at Raymond, St. Ansgar and Mona at short intervals. I was train dispatcher at Waterloo, Iowa, for seventeen years. During this time I also sold tickets nights. By 1902 I was pretty badly run down. For the last thirteen years I had an outside job until I was retired. Today I feel younger and stronger than I did forty years ago.

Dodging Trouble on a Train

"My first trip was over the road from Dubuque to Waverly, Iowa. Al Herron was conductor; Ame Aldrich, head brakeman, and David Chevalier, engineer. There had been a wash-out on Pine Creek, between Winthrop and Independence, which took the bridge away. When we got there men had a temporary bridge across the creek about 100 feet from where the old bridge was washed out, and track was laid on the ground without grading. We went down to the creek and the engine got on the bridge, which sank into the water about a foot.

"Imagine how a green man would feel under the circumstances! When the car I was on approached the creek, I ran to the rear of the train. Finally the last car came to the creek, and I made a run for the head end.



John A. Norman

"Well, we all got over safely.

"The next day, returning to Dubuque, I was sitting on the brake head on the head end of the car between Independence and Winthrop when I heard a loud report and saw a great deal of steam escaping. Of course I thought the engine had blown up, but it had only blown out a cylinder head. Engineer Chevalier disconnected and took the side rod down, and in putting the rod on the tank I cut the palm of my hand with the sharp corner of the rod. But I lived through it.

"In December, 1921, I will have been married 50 years. I have three daughters, five grandsons and one great grandson, all living and doing well. All members of my family are living."

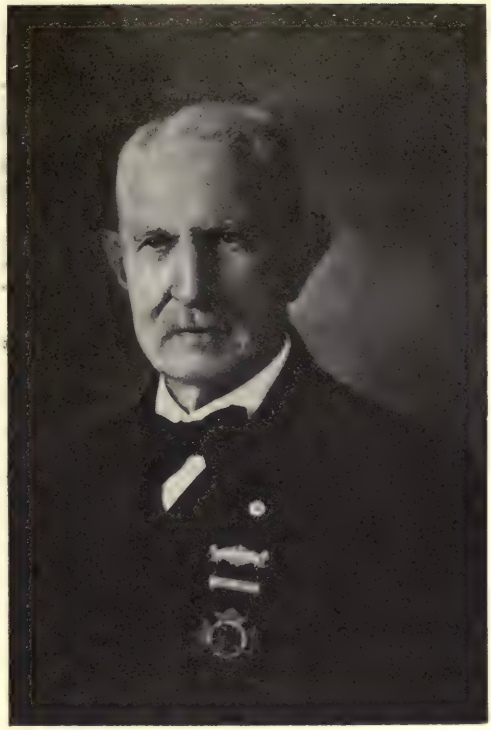
And Here Is Our Oldest Pensioner

Although not included in the foregoing list, John Howard, living at 1941 Turner avenue, Chicago, is the oldest pensioner of the Illinois Central System. On October 3, 1920, he celebrated his 94th birthday. He has a record of 31 years of continuous serv-

ice and has been a pensioner since July 1, 1901.

Mr. Howard was born in Ireland and came to the United States in 1864. Fifty-one years ago he went to work at the freight house at South Water street, Chicago, where his duties were to unload and call off freight to the checkers. He held that position for eighteen years and was then a watchman at the local freight house for thirteen years.

Mr. Howard says that he never was reprimanded while in the service and believes that this was the result of temperate habits. He never tasted liquor. At the age of 94 years he is hearty and appears not older than 70.



John Howard

Meeting the Public

The paying public, which has been shouting distress since 1914, has evidently turned the major portion of its attention to the railroads. As in the case of a man with heart disease, the blame is always placed on the heart and not on what causes or maintains the trouble.

The farmer attributes his financial distress to the present rail rates. He does not study the entire set of conditions that have forced the prices of his commodities down.

At every turn the responsibility seems to be shifted to the railroads. Railway employes therefore find themselves facing the public in a new manner.

A doctor soothes the man with the afflicted heart; so must railway employes soothe the public. We can do it, and we must do it in every way possible.

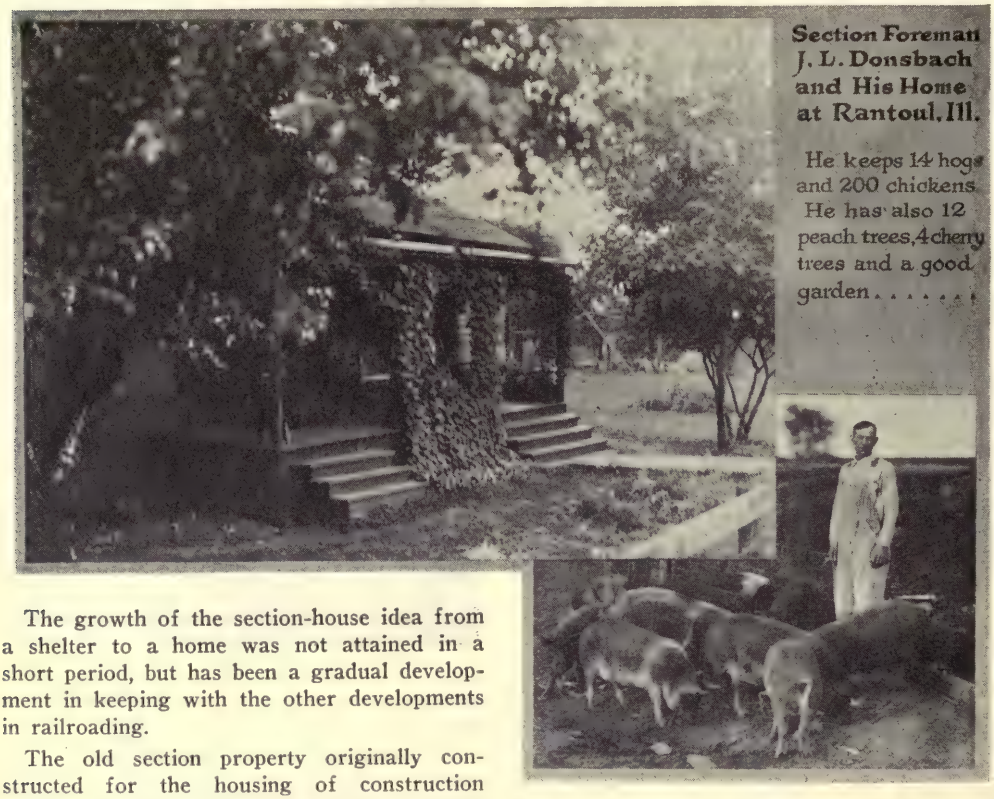
If we are attentive to the customers and handle their particular business to their satisfaction, they are quick to note the good service. A little explaining as to why rates are high and their comparison with other costs and relationship to final costs will cause the people to do careful thinking on the question of present freight rates.

Railway employes must shoulder the responsibility of curing the public of its many imaginary ills, and an "I thank you" is a wonderful tonic to remove frowns.—L. F. GIFFIN, *Agent, Monticello, Ill.*

TWO RAPID SPECIALS

On June 28 two special Illinois Central trains were operated from St. Louis to Chicago, carrying nearly 300 members of the Concordia and the Tower Grove gymnastic societies of St. Louis to participate in the American Gymnastic Tournament held in that city June 28 to July 8. The first special, consisting of seven all-steel cars, including a sun-parlor car and chair cars, left St. Louis at 8:03 a. m. with 191 passengers (Concordia Society) and made the run in 6 hours and 20 minutes, arriving at Chicago at 2:23 p. m. The second special, of six all-steel cars, including a sun-parlor car and chair cars, left St. Louis at 8:10 a. m. with 100 passengers (Tower Grove Society) and made the run in 6 hours and 17 minutes, arriving at Chicago at 2:27 p. m. It was a two-stop trip for both trains—at Litchfield for water and at Clinton for change of engines—and the performances of both over the 294.2 miles covered were such as to gratify the passengers exceedingly.

Neatly Kept Section Home Is an Asset



Section Foreman J. L. Donsbach and His Home at Rantoul, Ill.

He keeps 14 hogs and 200 chickens. He has also 12 peach trees, 4 cherry trees and a good garden.....

The growth of the section-house idea from a shelter to a home was not attained in a short period, but has been a gradual development in keeping with the other developments in railroading.

The old section property originally constructed for the housing of construction gangs and the large maintenance gangs which usually follow construction, with its poorly maintained buildings and ill-kept grounds, was a fit companion for the old railroad with antiquated equipment and poorly maintained roadway.

But for a railroad of the standard of the Illinois Central, with its well-kept roadway and trains of the class of the Panama Limited, Daylight Special and Seminole Limited, to be satisfied with such conditions is unreasonable. We, as a corporation, are judged by the traveling public largely by the physical appearances of our equipment and roadway, even as individually we judge other people by their personal appearance or the appearance of their residences.

Every hour spent in beautifying section property brings large returns, not only to the foreman who lives in the section property, but also to the railroad company. The immediate returns are to the foreman and his family: the pleasure of living in the beautified surroundings, the healthfulness from living in clean conditions, the economy resulting from well-kept gardens and fruit trees; they have real homes, places for rest and recreation with their family; it increases their pride and gives them a larger place in the life of the community.

Well-maintained section property instills confidence in the traveling public, confidence which increases both our passenger and freight traffic, as the shipper's first consideration is safe shipment. Such maintained property speaks of permanency and responsibility, as a large part of the safety of our tracks is dependent upon our foremen. Ill-kept section property is usually accompanied by poorly maintained sections.

We are all interested in the section property. Let us see that the work done by the gardeners in the planting of trees, vines and flowers is not wasted. With only a small amount of effort on our part, the section property can be made a credit.

New Giant Dirigible Is Soon to Be Housed Near Illinois Central Line

Scott Field at Belleville, Ill., Selected as Site for Second Great Air Service Hangar

BELLEVILLE, ILL., on the St. Louis division of the Illinois Central, has prospects of becoming the center of aviation transportation of the United States in future years.

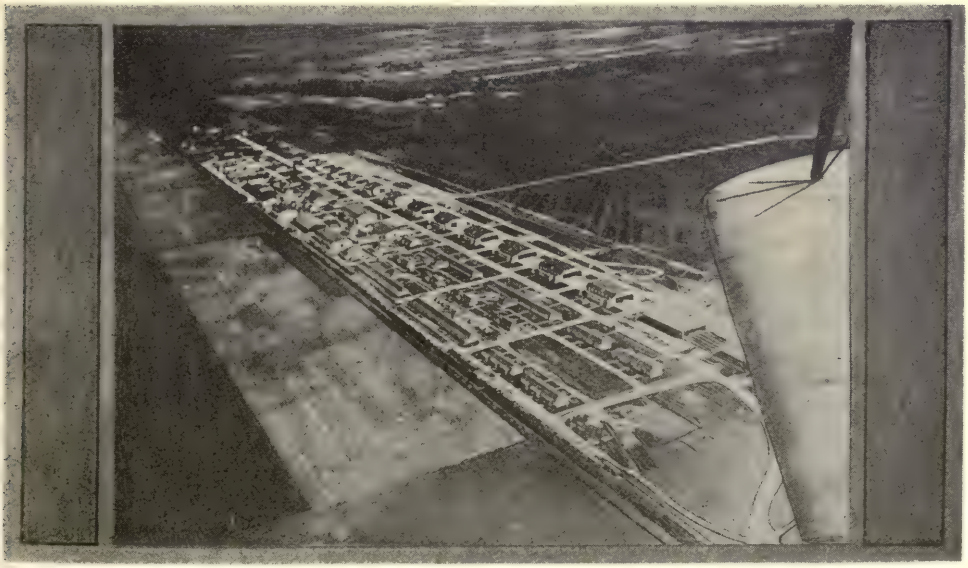
The War Department has approved Scott Field, which is near that city, as an ideal location for the home of its largest dirigible balloons. A total of $1,250,000 has been appropriated for the erection of a hangar to house one of the huge dirigibles which this country has purchased from foreign nations. Work on the building is expected to begin about September 15 and continue for fourteen months.

Dirigibles of the type that are to be kept there have a carrying capacity of 200 persons, and are capable of making a trip to Europe in eighty hours, or crossing the continent in less than that.

At the close of the World War, Scott Field, which had been a great boon to Belleville and had brought much business to that city, became inactive. The business men there had always realized its value to the city, and they determined to make every effort to revive activities at the field if it was at all possible. When word was sent out from Washington that a desirable location for the large dirigible balloons was needed, the Belleville Board of Trade took upon itself every effort to obtain the project for Scott Field.

A Disapproval Feared

The War Department was immediately informed of the advantages of that field. Nothing definite was done at that time, however, but the Belleville Board of Trade kept its courage and determination at a high tension. When information reached Belleville that Secretary of War Weeks had disapproved Scott Field as the location, E. A. Daley, secretary-manager of the board of



The Present Scott Field From an Airplane

trade, made a trip to Washington to persuade him to reconsider the proposition.

On his arrival at the capital, Mr. Daley found that the Secretary of War had not made his disapproval public. Mr. Daley learned that information on the desirability of the field was lacking. The War Department had been given the wrong impression.

Seizing the opportunity, Mr. Daley, with the help of Representative Rodenberg, laid the facts before the head of the War Department and persuaded him to remove his disapproval. Mr. Daley says that if the Secretary of War had made his disapproval public, their efforts would have been unsuccessful.

The new hangar will be 220 feet wide, 910 feet long and 180 feet high, with landing facilities 1,500 by 500 feet at the front. The entire structure will cover an area of eight acres. The doors at both ends of the building will weigh 3,000 tons a pair, and are to be operated by electric power. It has been estimated that it would take 1,500 men to open them in the half hour it requires electric power to accomplish the task.

Like Hangar in New Jersey

The only other structure of similar dimensions in the United States is that of the Navy Department at Lakehurst, N. J., which is just nearing completion to house the Z-R-2, the world's largest airship, which was constructed in England for the United States Navy.

The hangar at Scott Field will probably be the home of the Roma, which was purchased from Italy by this government. The giant dirigible has been dismantled and will be sent to America soon.

The Belleville Board of Trade is responsible for the establishment of Scott Field at Belleville. Ever on the alert for progressive steps for the betterment of the city, that body searched the county for desirable land when it heard that the government was to establish a flying field in 1917. The first trip out from the city disclosed a tract of land that appeared perfect for such a purpose. It was as level as a floor, treeless and one mile square. On all sides, there rose a line of hills that immediately suggested breakers for the wind. From a height, the place resembled a huge saucer with a perfectly smooth bottom.

E. A. Daley

Enthusiasm ran high. The board of trade immediately leased the land from the seven farmers who occupied it, and obtained an option to buy. Then Washington was informed. Investigators were sent out, and final plans were made for the establishment of Scott Field on this location.

Field Started in June, 1917

Belleville had been far-sighted enough to make preparations for housing the army of workers that would be necessary to do the work on the field. Construction of the various buildings began June 25, 1917, and at present there are sixty-nine structures on the field. All of them were constructed at the expense of the government, except the natatorium. A flying circus was held, admission charged and the proceeds were turned over to the building of this playhouse for the soldiers. The cadets constructed the building.

Some of the details of construction at Scott Field are as follows:

All buildings lighted by electricity; gravel

walks everywhere; 50,000 square yards of roadway; a sewage disposal plant of 75,000-gallon daily capacity; a water tower for emergency, 160 feet high, with a capacity of 30,000 gallons; two miles of water main, with forty-seven plugs for fire protection; most of the buildings heated by steam, forced through 3,200 feet of concrete conduit by a vacuum system; three 10,000-gallon gasoline storage tanks; underground telephone conduit cable serving the field.

In accordance with the usual procedure of naming the aviation fields in honor of American flyers who had distinguished themselves or in honor of early work in the aeronautical field, this field was named in honor of Sergeant Scott.

Work Completed in September

The field was completed and accepted by the government September 1, 1917, a little over two months after the work was started. The first airplane left the ground at the field on the morning of September 2. It was a Standard, with William Couch as pilot.

During 1918, 414 cadets reported at the field. Ninety-five of them were discharged at their own requests after the signing of the armistice, sixty-five were transferred to other fields, one was burned to death in an airplane accident, two died of influenza, two were transferred on account of physical defects, one was transferred to the line at his own request, two were transferred to the hospital for treatment and two were discharged for the good of the service before they completed their training. The remaining 244 completed their course and were commissioned at this field.
rented the land from the owners and in turn rented it to the War Department. Later the board of trade bought the land and sold it to the government.

WATER A BIG ITEM

Conservation of water used on the Illinois Central System is one of the big items the management has to contend with, according to C. R. Knowles, superintendent of the water service, who was recently interviewed by the Memphis (Tenn.) *Commercial Appeal.* The Illinois Central System uses about 16,000,000,000 gallons of water annually, says Mr. Knowles. At Memphis the road pays the city between $700 and $800 a month for water. Mr. Knowles was making a trip over the southern divisions in the interest of saving water and teaching the men how to save it.

View of Field Next to Present Buildings Where New Hangar Will be Put Up—Dot in Center Shows Site

Workers' View of the Railway Problem Explained by a Machinist

Points Out Absolute Necessity for Co-operation of the Employe and Support of the Public

By W. M. GETZENDANNER,
Machinist, Kankakee, Ill.

ALMOST every one who undertakes to do anything is actuated by some motive, and how well he succeeds in his undertaking depends largely on his qualifications and the thought and study he has given to the object he wishes to accomplish. The great trouble with most of our thinkers is that their thoughts have traveled in one groove too long. It is a known law that everything travels in the course of least resistance unless propelled by some greater force, and one of the greatest propelling powers and the cause of really earnest thinking is necessity.

The average man never stops to do any serious thinking until necessity stares him in the face. He who is out of reach of poverty has his thinking, as a rule, made too easy for him. He takes too many short-cuts to arrive at his solutions.

The railway problem is a problem of four equations, of which the human equation forms the major part. The first three are known to some extent, but the fourth is of such magnitude and its ramifications are of such varied nature that it is hard for the human mind to grasp. First, there is the employe; second, the stockholder; third, the public; and fourth, the power to see in the future with a reasonable amount of accuracy.

Employes Reflect Management

Take the first factor—the employe. It can be said as truly of employes as of any other body of men that the government is no better than the governed. So, on the various railroads, the personnel reflects to a greater or less degree the policy of the management. Many of the roads have discovered this and have acted upon it by undertaking a system of education that will give the employes a better understanding of the management as a whole and its desires and the things it wishes to accomplish. Man, like any other animal, will respond to good treatment, and there is nothing so conducive to efficiency as satisfied labor. Taken as a whole, the majority of the men on the railroads that have been well managed are loyal to the road for which they work and have the interest of the company at heart; but, as in all problems of human life, the small minority is the power that is seen and makes the most noise when there is any trouble.

The employe has been accused of inefficiency. But if any one who is familiar with railroading today will stop long enough to think what one train crew accomplishes today with the power we now have and to compare it with the performance of the same crew twenty years ago, he will have no doubt in his mind as to efficiency. Whether the employe has obtained these results through his own initiative or had them forced upon him by invention and improvement, the fact stands out that he has produced them, and the accomplishment answers for itself.

One great defect charged against the employe is that he is getting too high a rate of pay. Every man, I believe, should be worth his hire. The man who invests money wants more than a place to sleep and something to eat as his return; so with the man who works—the higher the wages that a railroad company can afford to pay, the better a class of men it will be able to attract to its service. As an employe, I believe low wages, in a majority of cases, are false economy.

Who Owns the Railroads?

Take the second factor—the stockholder, who is represented by the management. Many employes and members of the public have an idea that the managers of the railroads are the owners and that they are working for their own personal gain. But when an analysis is made of the stockholders, the ones who in reality own the roads, we find that the men who manage the railroads own but a very small percentage of the stock, and that

they are nothing more than the servants of the stockholders, the same as any other employe, and that the real owners of the railroads are made up of hundreds of thousands of individuals of all walks and stations of life, and that they are just as human as you and I. If a widow is left a small legacy to support her family, when she invests that small amount in railway stocks, she expects to get her interest in return on it just the same as you and I do when we lend our money to others. As to asking the government to subsidize the railroads by guaranteed fixed revenues, it is merely borrowing from Peter to pay Paul; you are simply paying back your own self, for in the end you will have to pay it back in increased taxes.

Take the third factor—the public. The railroads always have been a target for the public at large. The vast majority of the public used to think—by some peculiar manner of reasoning and the stretching of imgaination—that any crime committed against the railroads was justifiable, that the railroad was a monster to be crushed. The average legislature used to think, when elected by the people, that it was part of its sworn duty to take a whack at the railroads by some freakish legislation or some regulatory law, but this order of things is changed greatly. The change was brought on by a more liberal policy of railway managements in taking the public more in their confidence, showing the patrons more consideration and being more solicitous to their wishes and demands.

Can't Reduce Rates at Present

The public's present grievance against the railroads is the rates. I am not going to try to justify the present rate, but if the railroads are to run and pay a dividend, wages and taxes, it is hardly conceivable to see how it can be accomplished by any present reduction in the freight rates as a whole. Other corporations can well afford to make reductions in their rates and revenues—and should—but if one will only take the time to familiarize himself with the facts, he will find that the railroads, among all the big corporations, are the only ones that did not share in the large profit of the war and were the only corporations not required to pay an excess profit tax.

As I said in the beginning, the human equation enters largely in this problem. The public, as we all know, is composed of the employe, the employer, the stockholder, as well as each and every individual citizen, and we all pay our part of the freight rate. This is a republican form of government, not of an invisible character, but some of our laws are invisible in their workings, if not in their effects, such as our indirect taxation.

Few stop to think that a big percentage of the added cost of living is due to high taxation and not chargeable to high freight rates, as a majority of the people try to make you believe, for everybody has to pay taxes—the railroads are no exception—and it is all added to the cost of the article, and the ultimate consumer pays in the end.

There could possibly be some arrangement made so that perishable farm products could be shipped without a loss to the shipper, but as long as competition governs prices the farmer who lives nearer the market can sell cheaper than the ones who have to ship thousands of miles and will have a controlling influence on the price, regardless of the extra freight cost.

Trouble Not of Recent Origin

One place where the effects of higher rates are noticeable is in the passenger business. The average man does not notice the freight rates so much, for that is a kind of indirect taxation for the majority of the public, but when he goes to the ticket office and lays down his money in front of him, he has an ocular demonstration of what increased rates are. Most people have to see a thing before they realize what it is.

To start an analysis of the last factor—planning for the future—causes me to hesitate, as it has ramifications which no mind or small group of minds can see. The present difficulty of the railroads is not of any recent origin, but has been a culmination of events and circumstances that have been some time in their making and have crystalized themselves in a definite form, superinduced by the war.

If it were possible to go back in the past and get those who were responsible for these conditions and punish them, that would be the wisest plan to pursue, but unfortunately this cannot be done.

Whether government ownership was beneficial or detrimental to the railroads, I will not discuss; but one thing is certain, when

you take and mix the good and bad together, the good is bound to suffer with the bad. Few railroads in the country operate under the same conditions as to physical condition, geographical position, and the commodity which they haul. Therefore, no set rule can apply to all, in operation, employment or management. It is not so much a question whether we have private or government ownership. The problem is of such magnitude that no man or small group of men can grasp all the details and prepare for eventualities.

But if the problem is to be solved and the railroads are to survive and pay a revenue in the future, they must have the utmost loyalty and co-operation of the employe and the unstinted support of the public, as well as efficient management of them by those upon whom the responsibility rests. It matters not who owns or operates them—the public has to pay the freight.

Favors Putting Courtesy on the Payroll

By J. M. HOLLAND,
Agent, Dunlap, Iowa

The discourteous fellow may have had his day in court, but there is nothing surer under the sun than that he will never have it again. For the clever and obl'g'ng employe, his opportunity has arrived, and well may the company rejoice that he is on the payroll, for he is worth his weight in gold. With rates practically the same on all roads, the only margin left is that of emulating the virtues of Chesterfield and being ever ready to go the other fellow just one better in pleasing the trade.

One concrete case where the railroad was enriched considerably by the exercise of a little courtesy stands out vividly in my memory. Two weeks ago a traveling salesman handed two letters to the station men to mail. After telling the salesman his mail would be dispatched without delay, the station men noticed that one of the letters was addressed to a Chicago salt dealer. The representative was hailed and asked if he had sold a carload of salt, and he replied that he had. He was asked to route the car via the Illinois Central and replied that he would be delighted to do so, but, because our station was several blocks farther away than another line, the customer had designated the other line in order to placate the draymen.

"But I have been treated courteously here," he said, "and I am going to return the compliment right now."

He came back to the station and wrote a special letter routing it over our rails.

This works every time. Get out in the waiting room and solicit the ten or twelve traveling men to whom you have just sold tickets. Note the alacrity with which they take out their order books and write the initials "I. C." at the top. Then go back and listen to them as they discuss the incident in subdued tones. They have been soliciting unwilling buyers all the week, and you, by soliciting them, have reversed their positions, made them feel much better and added materially to the revenue of the road.

It has been said that "virtue is its own reward." The same is true of courtesy.

Nine cars of Chicago stock moved from one of our stations the other day because the courtesy the railroad owes the public was properly observed. This shipper had always been a rock-ribbed, dyed-in-the-wool booster for a competing line. A few weeks ago he was stricken with appendicitis and hurried to a hospital in Omaha. The agent remembered that a hospital is a lonesome place, where time hangs heavily. He wrote the invalid a letter, injecting into it the humorous happenings of the town during his absence, told him how they missed his hearty handshake and pleasant greetings, and expressed the hope that he would be able to return at an early date. The patient's first lines after recovering from the sick bed were written to this agent in a trembling hand on a postal card.

This man was not a particular friend of our representative, certainly not in a business sense—but the agent's thought of writing him when he was sick, while his competitor forgot to do so, was the trick that turned the scale.

Here Are the Ladders That Have Served Some General Officers

Additional Thumb-Nail Sketches Show That All Started Their Climb at the Bottom Rung

A railway executive who had come up the ranks of the service from the humblest position the railroad had to offer in his department was telling what had induced him to make railroading his life work.

"I lived in a small town," he said, "and, like every small boy, I was fascinated by the bigness of railway operations. The telegraph operator, the agent, the train crews and enginemen—all of them seemed to play such definite parts in the biggest thing that touched my life. Even the section men performed a class of work upon which depended the safety of hundreds and hundreds of human lives.

"As I grew older, I grew to know the romance of railroading. I learned that men who started out in the smaller jobs and proved themselves faithful to their tasks had risen to the highest positions of trust and responsibility. That was the real reason I took it up."

There is a romance in the lives of railway men which is filled with inspiration to every imaginative boy. In the *Illinois Central Magazine* for July we presented sketches of the executive officers of the Illinois Central System, showing the ladders they had climbed in attaining their present positions. Without exception, they started at the bottom.

Where They Started

With the hope of furnishing inspiration for some youngster who is starting out in railway work—and, it must be admitted, to furnish the same inspiration for our own work—we are presenting herewith the "thumb-nail" sketches of a number of the general officers of this system. It would be incorrect to say that they are at the top. Not one of them would admit that he has stopped climbing. But their biographies are indicative of the opportunities which lie ahead of the beginner in railway work.

The first job J. L. Beven. assistant to the senior vice-president, had was as messenger boy in the Illinois Central's local freight office at New Orleans.

A. E. Clift, general manager, substituted for a call boy at Champaign while the regular employe was on a leave of absence, and after that he was a brakeman.

When J. F. Porterfield, general superintendent of transportation, started out in the railway service he was a helper in the station at Pulaski, Ill.

D. W. Longstreet, traffic manager, began in the local freight office at Holly Springs, Miss., billing and handling freight, checking baggage, etc.

R. W. Bell, general superintendent of motive power, was an apprentice in the machinist trade.

The first railway work performed by F. L. Thompson, chief engineer, was as a chainman in the engineering department.

W. B. Beymer, comptroller, was a freight bill clerk for the Baltimore & Ohio at Chicago.

W. A. Summerhays, general purchasing agent, began as a track apprentice.

A. F. Blaess, engineer, maintenance of way, also started out as a track apprentice.

The following are the "thumb-nail" sketches:

J. L. Beven

Mr. Beven entered railway service with the Illinois Central as a messenger boy in the local freight office at New Orleans. He was subsequently employed as chief clerk to the superintendent and chief clerk to the general superintendent. His first official position was as a trainmaster on the New Orleans terminal division, and in 1916 he was promoted to superintendent of that division. During governmental control he served on the staff of the regional director at Atlanta, Ga., and later held the same position at Philadelphia, Pa. He was made assistant to the senior vice-president April 19, 1918.

A. E. Clift

Mr. Clift was born on a farm near Urbana,

Ill., October 15, 1869. He entered the railway service as a call boy for the Illinois Central at Champaign, substituting for a regular employe on a leave of absence. He was made a brakeman in the freight service December 5, 1888, and a conductor June 24, 1891. He became a conductor for the Cleveland, Cincinnati, Chicago & St. Louis April 14, 1892. He returned to the Illinois Central service in February, 1893, as engine foreman at Champaign. He was made yardmaster at Champaign March 7, 1893, and September 10, 1894, he again became a conductor. He was made an acting trainmaster of the Chicago district October 14, 1902. On February 3, 1903, he was made trainmaster. He was made superintendent of the Freeport division February 22, 1905. On January 16, 1907, he was made superintendent of the St. Louis division. He was appointed general superintendent of the southern lines June 1, 1910, and May 10, 1912, was made general superintendent of the northern and western lines. He became general manager October 4, 1917.

J. F. Porterfield

Mr. Porterfield began his railway service as station helper at Pulaski, Ill., May 27, 1883, when he was 12 years old. He filled this job during the summer for three years and attended school during the winter. During that time he learned telegraphy, and he worked as agent and operator until 1890, when he entered the trainmaster's office. He was chief clerk to the superintendent at New Orleans, Chicago and La Salle, Ill. In 1897 he was made trainmaster at Clinton, Ill., and he subsequently held that position at Fort Dodge and Carbondale. In 1905 he was promoted to superintendent of the New Orleans division at Vicksburg, and he served as superintendent successively at Vicksburg, McComb, Miss., Memphis and Carbondale. He was appointed general superintendent of the southern lines May 10, 1912, with headquarters at New Orleans. He was made general superintendent of transportation in February, 1915.

D. W. Longstreet

Mr. Longstreet began his railway work August 1, 1887, in the local freight office at Holly Springs, Miss., billing and checking freight, handling baggage, etc. In November of that year he entered the local freight agent's office in New Orleans, where he served in various capacities; at the time he left he was the rate man in the waybill department. In June, 1888, he was transferred to the general freight office in New Orleans as rate clerk. When the general freight office was moved to Louisville in December, 1899, Mr. Longstreet went with it and was made chief clerk. In January, 1903, he was appointed assistant general freight agent at Louisville, and just two years later was made general freight agent at that point. In January, 1907, he was appointed general freight agent at Memphis. May 1, 1911, he was appointed freight traffic manager and March 1, 1920, traffic manager.

R. W. Bell

Mr. Bell left school to enter railway work as an apprentice in the machinist trade. He worked as a journeyman machinist on the Great Northern and the Northern Pacific. Later he was a fireman on the Great Northern, and he left that job to become an engineer on the Chicago, Burlington & Northern, now a part of the Burlington Route. He entered the Illinois Central service as an engineer at Freeport, Ill., and served in the following capacities, up to his appointment to his present position: Traveling engineer, roundhouse foreman, general foreman, master mechanic, St. Louis division; master mechanic, Iowa and Minnesota divisions, and superintendent of machinery, Chicago. He was promoted to general superintendent of motive power June 1, 1913.

F. L. Thompson

Mr. Thompson was born at Grandview, Ill. He attended the public schools and DePauw University and was graduated in civil engineering from the University of Illinois in 1896. Immediately upon leaving school he took a job as chainman on the Illinois Central, working on the project of depressing tracks and grading Grant Park, Chicago. Later he was a rodman in the work of removing an old tunnel near Vicksburg and constructing the freight house at that point. When the line from Fulton, Ky., to Memphis was acquired he was placed on the grade reduction work there. He had charge of the grade reduction and second track construction between Cairo and Fulton and the second track construction between Centralia and Carbondale. He was in the chief engineer's office for a year, then from 1903 to

1907 was roadmaster on the Kentucky and Illinois divisions. In 1907 he was appointed assistant engineer of bridges and in 1910 engineer of bridges and buildings. In 1913 he was made engineer of construction, in 1914 was promoted to assistant chief engineer, and August 20, 1918, was promoted to chief engineer.

W. D. Beymer

Mr. Beymer was born at Clyde, Ohio, April 10, 1866. He entered railway service September 1, 1886, as freight bill clerk for the Baltimore & Ohio at Chicago. After one year he went to Topeka, Kan., as clerk in the office of auditor of freight receipts of the Santa Fe. During the following ten years he was chief clerk of agents' accounts, chief clerk of interline accounts and assistant chief clerk of the office. On April 1, 1897, he went to Savannah, Ga., as chief clerk in the accounting department of the Central of Georgia Railway Company and the Ocean Steamship Company of Savannah. July 1, 1902, he was appointed auditor, and later comptroller, of the two companies, and on July 1, 1917, he was appointed comptroller of the Illinois Central.

W. A. Summerhays

Mr. Summerhays was born in Chicago and attended the public schools and the University of Illinois. On June 15, 1898, he entered the Illinois Central service as a track apprentice in the engineering department and served on the Illinois division as laborer, assistant foreman of the ballast gang, section foreman and general foreman. He was promoted to assistant storekeeper in charge of track material at the Burnside storehouse in November, 1901, and became general storekeeper in May, 1910. He was made assistant purchasing agent in May, 1917, and general purchasing agent March 1, 1920.

A. F. Blaess

Mr. Blaess was born in 1871 at Ann Arbor, Mich. He attended the public schools and the University of Michigan. He was employed in 1895 and 1896 by the Detroit & Mackinac Railroad, and in 1897 he entered the Illinois Central service as a track apprentice at Cherokee, Iowa. After several months he was transferred to the engineering department and served in various capacities from rodman to assistant and resident engineer until 1902, when he was appointed supervisor of the Cherokee district. In 1905 he was appointed roadmaster of the Springfield division. In 1907 he was transferred to the Kentucky division as roadmaster, and in December, 1912, was appointed assistant engineer, maintenance of way. In August, 1913, he was made district engineer, and on April 1, 1914, he was promoted to engineer, maintenance of way.

BELIEVED DROWNED

William L. Logan

William L. Logan, employed as an inspector in the bridge department of the Illinois Central at Chicago, is believed to have been drowned in the vicinity of retards under construction on the Iowa side of the Missouri River, near Council Bluffs, July 1. It is thought that Mr. Logan fell from his canoe, as the canoe was found about 10 o'clock that morning floating upside down and resting against the up-stream side of a retard. Mr. Logan was about 36 years old and a graduate of Purdue University. He was soon to have been married. The Illinois Central Railroad Company has offered a reward of $500 for the recovery of the body.

Major Walsh on the War

(*Continued from Page* 66)

and we got big lumber from Oregon and Florida, and we got pile drivers and cranes from the United States, and we got generators to generate electricity, and American operators to operate the trains, and we started in with about 13,000 men. Inside of ten months a swamp was turned into docks for ten ocean-going ships.

Who the Laborers Were

Then we started on other ports, and after we got these ports we had to take care of the stuff that came in. You may think we had a supply of common labor in France. A colonel made the following statement: "I went across on a ship with two engineering regiments, and on the way over these 5,000 men were constantly talking about the men who were to do the labor on the job they were going to be the brains for. One of the officers said: 'Is there much labor in France?' The reply was: 'Not that I know of, but there are 5,000 good laborers aboard this ship.'"

Across the swamp I saw 2,500 men stretched out in line, hip-deep in mud, shoveling up the mud on the bank. The colonel waved his hand to the long, hard-working set of men and said, "Behold the fate of the college graduates." As we got further down the line he stopped opposite a nice-looking boy, perhaps 20 or 21 years old. He said: "You see that boy with the long-handled shovel—his father is one of the richest men in San Francisco. He wanted a commission and could have had it, but he did not wait for it and joined as a private." He then said to the boy, "Walter, how is it?" The boy wiped the perspiration off his forehead and said, "Colonel, I passed three examinations to get this job."

Yards on a Large Scale

That was the class of laboring people our railroads had there. After we got through the building of the ports we went to build yards. We had freight coming in at the rate of 50,000 tons a day, and we had to build yards to accommodate that freight. We laid out our first yard in the center of France, 8 miles long and 4 miles wide, and we had 125 miles of ladder tracks, and between the ladder tracks we had warehouses. The General came in August, 1918, and said: "Write a cablegram to the United States, describing the character of storehouses that you will require." Then we wrote the following: "We want storehouses 50 feet wide, 11 feet high at the eaves, built of wood or iron frame. Length immediately required, 25 miles." That was the cablegram for the first order of warehouses, and we got it. That is the style we went into it. When we took that yard drawing up to the army headquarters, they said: "We never would think of using a yard like that. We don't need it. We are here to fight a war, not to build warehouses." But before the armistice was signed we had six yards like that.

After we got the yards built, we had to begin building roads, to get the stuff up to the front. You might think we could take our stuff up to the front on railroads. We could not. We took it up to within five or six miles of the front, then we took it the rest of the way by motor trucks, and the War Department says we had 16,000 trucks. They were great roads, not roads like the ordinary country roads. They were eighty feet wide and had rock on them three or four feet deep, because we had to get a good bottom in that muddy country; and we resurfaced them all the time, the motor trucks wearing about 3½ inches of rock off every month. We had to employ about 36,000 men in keeping those roads in order.

Getting Rock by Wholesale

We were told a drive was coming and told to hurry rock; a total of forty or fifty thousand tons was used to build roads. That doesn't seem much to you, because you could go to the telephone any day in our big cities and call up a few quarries, and they would furnish you all you wanted, but you must remember that in France we had nobody to telephone to, and if we needed the rock we had to dig it out and crush it and carry it ourselves.

So we opened two quarries, one on top of a hill upon the Marne. It was 240 feet above the river; it had never been opened. It was good stone, but rather expensive to get it down. And the French did not think we could do it. They stood in open-eyed wonder when we hauled two big 45-ton steam shovels up the hill, for we hauled them with beef, man-power, and blocks and tackles. Then we did not have any ordinary drills; we had only 8-inch well drills; so we drilled holes and

loaded them with TNT and ordered the men off into the next county until we fired, and what rock did not land in the next county we picked up. There was six to eight thousand tons after we fired those shots. Then we tumbled it into the crushers and ran it down to our cars at the bottom of the hill, and within five days after we started that work we were getting five or six hundred tons a day, and there wasn't another quarry in France getting fifty tons out.

Just one thing as to the bridge work. The bridges were generally very simple, but most of the work in the Argonne fight was pontoon work, and we didn't have an American pontoon over there.

An Army, but No Equipment

You people at home did wonders. You sent us all the ammunition and clothing and many other things, but you don't ever want to accept as true the statement that an eminent statesman used to make that a million men could rise to arms over night. A million men could rise to arms, but they are not an army; they are not equipped with lots of the things we need, and could not make in time for use in this war.

To begin with, we did not have any artillery in France. I was taken up by one of the army officers in that statement. He sent me a list of fifty-seven guns we had. Well, what are fifty-seven guns? We did not have any aeroplanes to speak of. We had a lot of things assembled, but they were not on the front. The gas masks and helmets were almost entirely British, and so also were a lot of supplies. We had to get them from our Allies, and they furnished them to us.

Among other things, we did not have any pontoon boats; we had to cross the rivers, and the chief engineer said: "It is up to us to know where things are and to get them." And we did get them, because we found that the Germans had come to the Marne with the greatest pontoon equipment that the world has ever seen. They had come with 183 boats better than the U. S. army had ever seen.

Somebody said, "How do you know they had 183 boats?" We knew it because, after they had been shelled for three days, they had the experience and we had the boats. We sent men up along the Marne and pulled those boats out of the bottom of the Marne mostly, filled with dead Germans and holes. We did not care about the dead Boche, but we did worry about the holes. And we had some trouble patching up those holes and making timber structures, but we got them fixed up, made them sound, and used them. And when we got one of the bridges up some of the boys were very busy at a certain spot, near the end of the bridge; we looked to see what they were doing, and found they were placing a sign, and it said: "Made in Germany, but erected by the U. S. Engineers."

A Great Work Well Done

I cannot speak too highly of the work of our transportation men in France. No body of men worked harder or more industriously, and no body of men is entitled to greater credit. In the corps we had some of the leading railway and shipping men of America. These men came to France at great personal sacrifice, and in the development of the organization of the corps worked more strenuously than they had ever done before in their lives. I have never seen a more

Things to Talk About

The movement of vegetables from the district served by the Southern lines of the Illinois Central System is further evidence that business is not being hampered by the present scale of rates. Up to and including June 9, 5,420 cars of vegetables were loaded on our Southern lines, as compared with 4,455 during the same period of 1920, an increase of 22 per cent.

This bears out the contention made by the Illinois Central System that service is a greater factor in the problem of transportation than the scale of rates. This has been one of the most profitable years in the history of the vegetable producing section of the South, and the Illinois Central System has handled this business efficiently. Every car of vegetables reached the market on time; during the entire season not a single complaint was registered.

hearty spirit of co-operation than that manifested by these officers in the carrying out of the assignments that fell to their lot in the army life, and there is nothing of which I am more proud than to have been associated with them in the work in France.

Our relations with the French and the British were of the most pleasant and harmonious character. They made it perfectly clear right from the start that they were at all times at our service for the benefit of any advice or suggestions they might be able to offer by reason of their longer experience in the war, and we availed ourselves of their assistance to great advantage.

This spirit prevailed not alone in connection with the respective staff organizations, but throughout the entire working of our transportation relationship. In addition, they rendered us valuable service in connection with the loan of facilities at times when, pending the provision of our own, we otherwise should have been greatly handicapped.

Railway Work Distinguished

So far as concerns the railway men who served in France, I can speak with authority regarding their accomplishments, and my message to you is that you can go the limit in commending them. I rank their work with the most distinguished performed in France.

A large percentage of the railway men who went to France were well beyond the age at which military service might reasonably have been expected; many gave up very remunerative positions, home ties, and all those comforts and conveniences that are so foreign to army life, all to answer to the call of their country, and to serve in such capacity as they could be used with benefit to the cause. I think that if the facts were analyzed, it would be found that, of all agencies that contributed over and above what might be termed the reasonable call of duty, the railway profession stands out pre-eminently. I am proud not only of the sum total of achievement of the railway men in France, but also of every man who had the opportunity of serving there.

The enviable record made by the Thirteenth Engineers (Railway) in France has earned for this regiment the following letter of commendation issued by Brigadier-General Moseley, assistant chief of staff, at the order of General Pershing, commander-in-chief of the American Expeditionary Forces:

The letter says:

A Letter of Appreciation

"Official report has just been received at these headquarters of the decorations and citations awarded you with the approval of the French High Command by the Commanders of the French Armies, Army Corps, Divisions, Brigades and Regiments under whom your regiment has served during its tour of duty in France. It is very gratifying to know that the efficient service of your regiment has been so recognized and rewarded.

"At the request of the French government, presented in the spring of 1917, your regiment was organized at an early date and under the most favorable auspices. By reason of the great number of men who presented themselves for service in France and the selection which was thereby made possible, the character and qualifications of the officers and men composing the Thirteenth Engineers were such as to make it a true representative of the very highest type of railway personnel in the United States.

"It was your good fortune to come to France in the formative period of the American expeditionary forces, and you were at once placed on duty with the French armies in the sector of Verdun—a name which is the apotheosis of the glory and honor of France. Here you took up the task of transporting men, material and supplies to our Allies under conditions of service utterly unlike anything in your previous experience.

"Railway equipment and methods of operation were entirely new to you, and the situation was made still more difficult by the lack of common language.

A New Luster to the Service

"The cheerfulness, the adaptability, the loyalty and the self-sacrificing devotion to duty, uniformly displayed under these trying circumstances by the officers and men from the regimental commander to the most recently arrived private, have added a new luster to the traditions of our railway service.

"I therefore take advantage of this occasion to express to you and through you to the officers and men of your command, our high appreciation not only of the valuable service rendered by them, but for the great

assistance they have been to one of our Allies. As a token of its appreciation for these services, the military authorities of the French Republic have awarded you these decorations. These medals and citations should be more highly prized by you when you realize that in receiving them you have won at the same time the real appreciation and gratitude of the French military authorities under whom you have served."

After Six Months of Traffic Solicitation

Traffic solicitation by postcard and personal request is progressing more satisfactorily on some parts of the system than on others, according to the regular report of results issued at the end of June, covering the third 10-day period of the month and summarizing the results to that date. The middle of the year finds the campaign in progress slightly more than six months.

The extreme northern and western parts of the system have a considerable lead in the matter of results, as will be seen by the table below. The Minnesota division stands first, followed by the Iowa division. Much of the excellent work there can be attributed to the influence of the Illinois Central Employes' Business Association, formed last winter on that part of the system and described in an article in the May issue of this magazine.

The table below shows the results obtained by traffic solicitation cards and personal requests on the various divisions. The first line under each division gives the results for the last ten days of June, and the second line is the record from the beginning of the campaign to June 30.

Division	Cards Mailed	Personal Requests Made	Routing Orders Obtained CL	Routing Orders Obtained LCL	Additional Freight Shipments Obtained CL	Additional Freight Shipments Obtained LCL	Passengers Obtained
Chicago Terminal	30	68	5	11	11	23	12
	792	413	311	573	282	530	333
Illinois	37	49	29	19	430	6	20
	235	377	353	596	839	166	219
St. Louis	28	24	3	5	42	0	17
	501	353	373	798	563	192	104
Springfield	16	96	15	20	40	51	
	311	724	72	178	664	632	18
Indiana	29	22	2	8	7	16	0
	332	275	190	58	231	293	81
Wisconsin	57	312	85	27	93	146	87
	784	2418	772	512	502	1036	602
Minnesota	61	301	62	92	64	601	211
	2135	5553	2288	6936	1827	15004	3196
Iowa	48	366	106	110	304	240	283
	1239	4553	1264	1710	1771	1902	2341
Kentucky	0	10	0	0	90	5	0
	739	780	58	959	307	720	61
Tennessee	0	....	....	....	84	....	....
	2293	296	26	67	1381	156	106
Mississippi	17	52	55	6	52	3	1
	690	371	237	106	272	79	9
Louisiana	51	0	51	0	59	0	0
	961	10	735	26	1077	31	12
New Orleans Terminal	5	3	1	0	49	0	0
	224	119	166	5	871	7	87
Memphis	43	22	62	39	66	118	6
	931	367	1430	178	1719	812	32
Memphis Terminal	86	41	24	31	19	39	4
	572	942	328	212	363	208	58
Vicksburg	12	74	32	0	0	0	4
	323	247	533	15	0	0	9
New Orleans	61	35	25	52	18	41	10
	759	242	928	339	582	277	68

Work to Increase Facilities Is Under Way at Several Places at Once

Kentucky, Louisiana, Iowa and Illinois Are to Benefit From the System's Improvements

IN line with the general policy of increasing facilities to conform with increasing business, and to perform more economically the handling and weighing of cars at Paducah, Ky., an authority to extend the existing yard southward to the Paducah & Illinois Railroad crossing, and to construct an entirely new south-bound departure yard, has been issued by the management. Grading and track laying are now well under way. The grading is being done by R. L. Frazer, a team contractor of LaCenter, Ky., while the tracks are being laid by company forces.

The new yard is on the west side of the main line, south of the Paducah & Illinois Railroad crossing. When completed, it will contain five body tracks, each of 75-car capacity, together with a drill track and scale track, at the north end, in addition to storage tracks for cabooses and bad order cars.

A 150-ton, 60-foot track scale is to be constructed near the north ladder, slightly elevated, to provide for motion weighing. The design is such that the cars, after being weighed, will roll away from the scale, into the body of the yard, without the necessity of car riders.

The new yard will be equipped with an air compressor and pipe lines, to test the air brakes of departing trains before the engine is attached. The estimated cost of this yard is $225,000, and arrangements are being made to have it completed and in operation not later than October 1.

Some Work in Louisiana

The territory extending from Sellers, La., south, for a distance of about ten miles, is rapidly developing, due principally to the activity of the oil refining business. The section referred to lies about twenty-five miles northwest of New Orleans, adjoining the east bank of the Mississippi River, under levee protection, and is traversed by the Y. & M. V. and L. R. & N. railroads. Having both river and rail transportation it is not surprising that it has been selected as a site suitable for such industries.

These refineries receive their supply of crude oil from fields in the southern states by tank cars, or through pipe lines, and from foreign fields by tank steamers, which come up the Mississippi River to discharge their cargoes. The majority of the refineries own their own tank cars. Owing to the fact that at times there is such an accumulation of this class of equipment at the plants, it has become necessary to build additional storage tracks to take care of them. In order to avoid delay to through trains, it has also been decided to build an additional track adjoining the main track through this section, to which the spur tracks leading to the different plants may be connected, in order that switching may be done independently of the main track.

Construction Now Under Way

The following additional facilities have been authorized, and construction is now under way:

Sellers, La.—three 50-car storage tracks;

Sellers, La., to Good Hope—additional main track 4,130 feet long;

Good Hope, La.—switching lead 4,050 feet long;

Destrehan, La.—storage tracks 8,280 feet long.

The cost of this work is estimated to be approximately $140,000. The grading is being done by M. J. Roach of Memphis, Tenn., and the track work by the division forces.

As the property adjoining the right-of-way has been subdivided and improved with buildings, pipe lines, etc., the securing of additional width for borrow-pit purposes is expensive. On account of being unable successfully to drain borrow-pits of any considerable depth, it will be more economical to

haul the greater part of the filling material by train. Brookhaven gravel will be used for ballast, and it is expected that the tracks will be completed and ready for service not later than October 1.

The recent decision of the Illinois Central management to use heavier and more powerful engines to take care of the increasing freight business has necessitated improvements on the districts over which these engines are to be operated. Among the improvements necessary is the enlargement of the mechanical facilities at various points. At Freeport, Ill., Dubuque, Iowa, Waterloo, Iowa, and Paducah, Ky., improvements are now under way.

Improvements at Freeport, Ill.

At Freeport eight stalls of the present roundhouse are being extended from 100 feet to 120 feet in length. It was also necessary to replace the present 85-foot turntable with a 100-foot turntable to turn these engines. There are also being built two driver drop pits under two tracks each, a front track drop pit under two tracks and a new tool room, and changes are being made to the present boiler washout system. The changes above enumerated have also made necessary various changes in the drainage and water systems. This work is being done by Joseph E. Nelson & Sons of Chicago. The cost of improvements to mechanical facilities at this point will be approximately $40,000.

At Dubuque the present frame 7-stall roundhouse is being extended from 90 feet to 120 feet in length, and the present 75-foot turntable is being replaced with a new 100-foot turntable with a timber pit. A new double installation Robertson cinder conveyor is being installed. These improvements have necessitated changes and additions to the sewer and the water systems. The work on the sewer and water systems is being done by the Railroad Water and Coal Handling Company of Chicago, and the balance of the work is being handled by division forces. The total cost of these improvements will approximate $65,000. The improvements at Dubuque are of a somewhat temporary nature, pending decisions as to future development.

Changes Made at Waterloo, Iowa

At Waterloo the 85-foot turntable is being replaced by a 100-foot table with a concrete pit, thirteen stalls of the present roundhouse are being extended to 120 feet in length, a driver drop pit and a front truck drop pit, each under two tracks, are being built, and a new toilet room is being constructed. The boiler washout plant is being remodeled, and changes in the sewer and water systems are being made. Some track work is also necessary. The new turntable pit was constructed by the Ellington-Miller Company of Chicago, and the rest of the work is being done by W. J. Zitterell & Company of Webster City, Iowa. These improvements will cost approximately $70,000.

At Paducah six stalls of the present roundhouse are being extended from 100 feet to 120 feet in length. This extension necessitates certain changes in the water lines, but no other work. Five stalls of this roundhouse were extended a year ago, so that there will now be eleven stalls extended. The approximate cost of this work will be $30,000. In addition to the work for mechanical facilities, there is also included a new 150-ton track scale and air compressor house.

Improvements at other points on the system are awaiting the decision of the management as to requirements to take care of engines to be assigned.

TO REPUBLISH OUR STORY

The readers of the *Illinois Central Magazine* may be interested to know that the story of Elsie Sprouse, the invalid girl of La Clede, Ill., whom the Illinois Central trainmen made happy last Christmas, will appear in the December number of the *American Magazine*. This unique incident was published at the time all over the country, and the girl has since received letters from almost every state in the Union. Engineer R. J. Stuart got in correspondence with the publishers of the *American Magazine*, and they sent one of their staff writers, Neil M. Clarke, to La Clede, who gathered material for an illustrated story concerning the life of the girl and the part the Illinois Central trainmen played in it. The million and a quarter readers of the *American Magazine* are expected to add their approval to one of the greatest acts of goodfellowship of which they ever read.

Illinois Central Co-operates in Running First "Dairy Special"

Development Bureau Reports Success of Farmers' Trip to the Mississippi A. & M. College

By H. J. SCHWIETERT,
General Development Agent

IF YOU want to become thoroughly "sold" to the dairy idea of farming, visit the Kosciusko, Miss., Creamery and talk with its secretary, Mr. Hester, and you will come away fully convinced that the dairy cow has been the salvation of the farmers in that community. You will come away thoroughly infected with the germs of "dairyites."

It was Mr. Hester who conceived the idea of running a "Dairy Special" to Starkville, Miss., so that the farmers and dairymen and their wives and children might have an excellent opportunity to visit that splendid institution of learning, the Agricultural and Mechanical College, on July 19.

The development bureau, in co-operation with Mr. Hester and Mr. Eason, the county agent, and others, gave the "Special" all the publicity possible, and it is said there was not a farmer in Attala County who did not know all the details concerning this train and the object of operating it. It was a farmers' train, run for their special benefit, which the majority appreciated, and they showed their appreciation by making the pilgrimage to this seat of learning.

A Good Crowd Despite Rain

Many were prevented from making the trip due to heavy rainfall the night before which made the roads in some instances almost impassible, especially for those who lived a long distance from the railroad. But in spite of these conditions, 367 farmers and their families made the trip. It was a day long to be remembered by those who were privileged to go. The majority of these farmers had never visited the college before, and there were some who had never been outside of their own county.

The train was well equipped and handled without a complaint, both going and returning. Everything possible was done by Illinois Central officials and employes who accompanied the train to render the best service and to make the trip both pleasant and profitable.

The Visitors Showed Interest

Upon the arrival of the train at Starkville, the crowd was conveyed to the college grounds by automobiles provided by the Starkville Chamber of Commerce, who also provided free transportation in bringing the people back to the Illinois Central station in the evening in ample time to catch the "Special" at 6 p. m. for home. Through this co-operation on the part of the Starkville Chamber of Commerce the farmers were able to give considerable time to the study of the dairy herds, poultry, and the various soil plots on which demonstrations are being conducted. The farmers were intensely interested and reluctantly left the various places of interest at the college.

The day was too short. It will be repeated. There will be another "Attala Special." We have no doubt that other counties will follow suit.

The development bureau has conducted two dairy campaigns in Attala County in co-operation with the Kosciusko Creamery, the county agent and the home demonstration agent, and now plans are under way for one of the biggest dairy campaigns ever put over in Mississippi or any other state. We are receiving the heartiest co-operation from every agency interested in the greater development of Attala County. We will report this later in this magazine. That the past two campaigns have brought results is evident from the fact that the Kosciusko Creamery has increased its output for the first five months of this year 100 per cent over that for the first five months of 1920.

That the farmers of Attala County appreciate the efforts of the Illinois Central is

evident from the following, taken from the Memphis *Commercial Appeal:*

Voted a Resolution

A number of the farmers of Attala County who made the trip to the A. & M. College on the "dairy special" July 19 met and adopted the following resolutions:

"Whereas on the 19th day of July it was the pleasure of the farmers of the county of Attala to have the privilege of visiting the great A. & M. College of Mississippi through the energies of the Kosciusko Creamery, the business men of Kosciusko, the county demonstration agent, the Star-Herald, the Ethel Gazette, all of Attala County, and feeling that we, the farmers, should show our appreciation to them and to the other agencies co-operating in making this trip successful, and having expressed to them personally our appreciation, we, in body assembled, desire to make further and public expression to them. We desire to especially thank the Illinois Central Railroad Company for the efficient manner in which they handled the train, with plenty of room, order and decision. We desire also to thank the Chamber of Commerce of Starkville, Miss., for courtesies extended, the business men laying aside their duties and extending personal service to the crowd, handling the vast crowd of people in their cars and extending every other courtesy possible. We desire to extend our thanks to President Hull, who set in force every agency of that great institution for the benefit of the people on the special, opening the doors of the college to them, and especially do we appreciate the work of Messrs. J. S. Moore, R. S. Wilson and J. R. Ricks and for their thorough explanations of their work and their desire to benefit the farmers. Their lectures on subjects of vital interest to the farmers were especially fine, and we thank them for their useful information and leave at their door an open invitation to come to our county and partake of the best we have.

"We further desire to express our thanks to Mr. Clyde Hester of the Kosciusko Creamery for the splendid manner in which he handled the crowd for us and made the trip such a delight.

"We thank Senator Clarence E. Morgan for his splendid address of thanks to these parties and agencies on our behalf.

"We desire that The Commercial Appeal, the Star-Herald and the Ethel Gazette be each handed a copy of these resolutions for publication and that the Chamber of Commerce of Starkville, the office of the state agent, the railroad officials, the head of the experiment station and President D. C. Hull be handed a copy of these resoltions.

"Respectfully submitted (signed), P. G. Bailey, W. W. Wood, L. J. Jenkins, J. H. Kimbrough, E. A. DuBard, L. D. Kuykendall, J. H. Jamison, W. M. Huffman, W. H. Black."

Our Work Is Appreciated

The following letter from Secretary Hester shows how much the efforts of the Illinois Central and its development bureau are appreciated, and what results have been accomplished through our efforts:

"We have arranged to try to get your help to put on a dairy campaign in our territory beginning the 12th and running through to the 17th of September. We are anxious to make this the biggest and most enthusiastic dairy campaign that has ever been put over in our county or territory, and any new idea or any plans you will outline will be greatly appreciated. Of course you will expect to use your picture machine.

"The plan we are working on is to get enough help to make up three good live teams and to send these teams in different directions and cover the whole territory completely in this week.

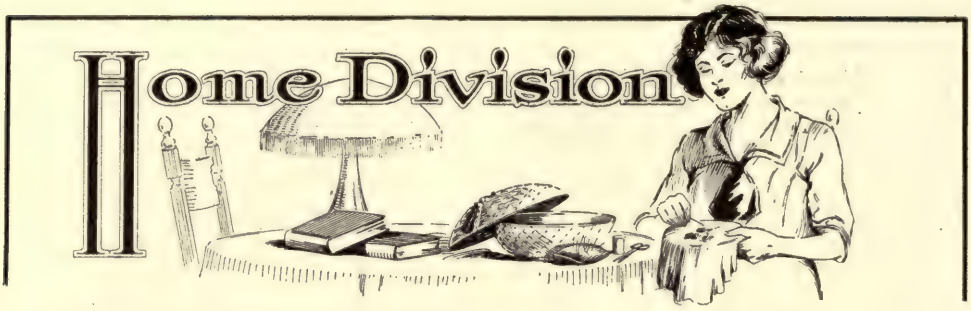
"We certainly will be glad to have you visit us the first of August. We believe the trip will be worth your coming, and I know it will be worth a great deal to the creamery and dairymen. Sometimes I wonder if the railroad company realizes the real value of their work. I know from personal observation that your development agents for this territory have been the cause of hundreds of folks going into the dairy business, and we have several hundred yet that ought to be in the dairy business. But they are cotton lovers and growers. So keep the good work you are doing up to its present standard, if it is possible.

"Now any time you have any suggestions to make, or any plans you would like to carry out in my territory, write me, and you will always find us ready to co-operate with you, and carry out any plans that will result in the upbuilding of our territory."

Efforts of this kind will get results and make any community prosperous and happy. Prosperous people means prosperous railroads.

READY FOR TROUBLE

Frank Anderson, in the office of the general superintendent of transportation, Chicago, returned July 19 from a two weeks' outing at Camp Logan, where he enjoyed himself immensely with the boys of the First Infantry, Illinois National Guard. "Between swimming, target practice, sham battles and all sorts of athletics, 'chow' never tasted better," he said. Mr. Anderson can be seen at the extreme right of the group.



DEAR WOMEN READERS: You will agree that "civilized man cannot live without cooks." Every woman who can cook has at least one recipe which is her specialty. Will you contribute your favorite recipe for the readers of the Home Division? Write out the directions plainly, being careful to give exact measurements and all necessary ingredients. As there may be duplicates, we cannot print every recipe which is submitted, but we will print those which are of general interest. Address Home Division, care Editor, *Illinois Central Magazine*, Chicago.

Are You a Beautiful Woman?

No? Then blow upon the ashes of your hopes. That you can become beautiful is demonstrated by the following incident:

We met in the Union Station. I had not seen her for three years.

"Alice Gray," I exclaimed. "I scarcely knew you. What have you done to yourself? You are positively beautiful!"

"Do you really mean that?" she asked, earnestly.

"I most certainly do."

"Well, those words mean so much to me that I am going to tell you about what I call my transformation. Let us sit here near the open door, where it is cool."

"Yes," she continued, after we had settled ourselves for a chat. "You are the third person I have met today who has remarked about the change in my appearance. The two others may or may not have been sincere—but I know you are.

"You remember what a bookish sort of person I have been since childhood. I was considered the ugly duckling of the three Gray girls. When Lucile, the beauty of the family, was married three years ago, everybody raved over the loveliness of the bride and the bridesmaid, and I felt secretly that I had not been included in the wedding party because of my plainness. At the wedding breakfast I overhead a remark of the kind. Someone said that I didn't seem to belong to the family—but that there was apt to be a weed in every flower garden. That hurt so that I wanted to cry right there. When I could do so, I stole off alone, locked myself in my room, and sat down before the dressing table to think the situation over.

"I began at the top of my head. The mirror revealed a bushel basket of hair, chestnut in color, but dull in tone. I must say that my sisters were constantly trying new beauty aids. I had been blind to my need of treatment, for I had scoffed at such nonsense. *I* would try a tar soap shampoo and lemon rinse. My eyebrows were straggly, so I had a hairdresser shape them. The result was marvelous. The trim, carefully-shaped brows lent a patrician air. For two weeks I shunned books in order to rest my eyes. Incidentally, I discovered that the least touch of rouge brought out their color. The offending, shiny nose was next subjected to astringent treatment. The Grays all have good teeth, and by persistent practice I succeeded in curving my lips upward at the corners. I noticed a fat bump where my neck and shoulders met, and that melted away after persistent exercises in twisting my neck from side to side and rolling my head around. To reduce the waist measure I again resorted to exercises, this time bending the trunk forward, backward, and to left and right. The manicure was visited three or four times, until I be-

came proficient in caring for my nails. A chiropodist removed a horribly painful corn, so that I could again wear neat shoes. I studied the fashion magazines until I found a style of garment becoming to my slim figure, and I chose colors that matched my hair and eyes.

"But that was by no means all. Saying unkind things of others was tabooed. I weeded out all mean, jealous, envious thoughts. I walked in the open for miles, all the while telling myself fiercely that I *would* be beautiful. It was not an easy task. I became dreadfully tired of keeping everlastingly at the treatment. Then when I was almost ready to give up in despair, a kind man praised my beautiful hands. A girl friend noticed the gloss on my hair, and asked me how it was acquired. I tell you I treasured the tiniest compliment, and throve upon it. Finally Jack came along, and when I found that he loved me and that he called me his beautiful girl, I just naturally turned as the sunflower to the sun, and you see the result. We are to be married in September.

"There's Jack now. We are going to lunch together. Good-bye, dear."

Household Hints for Home Makers

Make a cheesecloth bag in which to keep lettuce in the refrigerator. Wash lettuce carefully, dry between towels, place in the bag and put in refrigerator. It will be crackly crisp when ready for use.

For cream pies and others for which the crust is baked before filling, invert the pie tin and place the paste on the outside, shaping it to the pan, prick with a fork, and put, still inverted, in the oven. Crusts baked in this way are perfectly molded and never humpy.

Drop a few grains of rice in the salt shaker, and the salt will shake out freely despite the weather.

Add a few drops of kerosene to the water when washing woodwork. It cuts the dirt and will not injure the finish of the wood.

Tested Recipes

GINGER DROP CAKES. Mix 1 cup of molasses with ½ cup of boiling water. Sift 2¼ cups of flour with 1 teaspoon of baking soda, 1 teaspoon of ginger, ½ teaspoon of salt, and add to the molasses. Stir into this ½ cup of chopped raisins and 4 tablespoonfuls of melted butter. Bake in muffin pans 20 minutes.

STUFFED TOMATO SALAD. Select tomatoes of uniform size. Scald so that skin can be removed easily. Cut a slice from top of each, and with a small spoon remove the seeds and pulp to form cups. Sprinkle inside with salt, invert on a plate, and set in a cool place until ready to use. Peel a cucumber and cut it into dice, season with salt and pepper, and mix with ½ cup of cream dressing. Fill the tomato cups with this mixture, put another spoon of dressing on top, and sprinkle with a very little finely-chopped parsley. Serve on crisp lettuce heart leaves.

CREAM DRESSING. Mix ½ teaspoon salt, 1 teaspoon flour, 1 teaspoon mustard, and 1 tablespoon sugar with 2 tablespoons butter, add 2 egg yolks, then ¾ cup cream, and lastly ¼ cup vinegar. Cook over hot water until it thickens. Strain if necessary, and chill.

CHOCOLATE CREAM FILLING. Mix together in a bowl until smooth 1 cup of pulverized sugar, 1 large tablespoon of butter, 2 tablespoons of hot coffee, 3 teaspoons of cocoa, and 1 teaspoon of vanilla. Use for center and top of cake.

Every Woman's Duty

If you are one of those women who sunburn, do not wear a georgette blouse if you expect to be out in the sun for any length of time. The skin needs more protection than this transparent fabric affords.

A teaspoonful of glycerine will relieve hoarseness.

If your new shoes rub at the heel, wear a small square of adhesive plaster over the spot where you feel the friction. This may prevent a blister.

Most of us overlook the importance of uniformity in odor of toilet preparations which we use. Not only is it bad taste to use, say, geranium talcum and rose perfume with lilac powder, but the effect is spoiled. Select an odor that pleases you, and be consistent.

From the Shops

Fetching indeed are felt hats trimmed with fruit, flowers or beads.

Pongee, that light and practical silk, is

seen more and more. Not only does it make a charming frock or suit for mother, but it has crept into father's wardrobe, where it finds favor for shirts, handkerchiefs and pajamas.

Quaint ornaments of all sorts are used for trimming.

Life's Little Lies

Telling the fond father that his week-old son looks just like him.

Promising you won't tell a soul.

From the weather report: "Unsettled tomorrow and not so warm." And "tomorrow" was the season's hottest!

O Mother-My-Love

O Mother-my-love if you'll give me your hand
And go where I ask you to wander,
I will lead you away to a beautiful land,
The dream-land that's waiting out yonder.
We'll walk in a sweet posie-garden out there
Where moonlight and starlight are streaming
And the flowers and the birds are filling the air
With the fragrance of music and dreaming.

There'll be no tired-out little boy to undress,
No question or cares to perplex you,
There'll be no little bruises or bumps to caress,
No patching of stockings to vex you;
For I'll rock you away on a silver dew-stream
And sing you asleep when you're weary,
And no one shall know of our beautiful dream,
But you and your own little dearie.

And when I am tired, I'll nestle my head
In the bosom that's soothed me so often,
And the wide-awake stars shall sing in my stead
A song which our dreaming shall soften.
So Mother-my-love, let me take your dear hand,
And away through the starlight we'll wander,
Away through the mist to that beautiful land,
That dream-land that's waiting out yonder.

—EUGENE FIELD.

IN THE FAMILY, TOO

This is a picture of John Ira Cronin, locomotive engineer on the New Orleans division, and his baby son, August Jeremiah Cronin. The baby is named for his two grandfathers. He is a husky little fellow for his age. His grandfather on his father's side, Jeremiah Cronin, is the well-known traveling engineer of the New Orleans division. There is no more popular official on the railroad than Grandfather Cronin.

AN ACKNOWLEDGMENT

For the photographs of the scenes from the tower of Central Station, Chicago, and the Chicago beach scene appearing in this issue, as well as for the photograph of the Wrigley Building that was reproduced in the July issue, the *Illinois Central Magazine* is indebted to Fred Abrahamson, in the office of the general superintendent of transportation, who snapped the pictures, and to Almer Coe & Co. of Chicago, who furnished the materials and finished the pictures.

Law Department

A Claim That Came Too Late

An interesting point, arising under the Louisiana Workmen's Compensation Act, has recently been passed upon by the Supreme Court of that state in the case of Cuna vs. Elton Lumber Company, 88 Sou. 493.

The original act, passed in 1914, provided that a claim could not be maintained under the law unless it was presented to the employer within six months after the date of the injury. In this case, one Cuna was injured, but did not make his claim until after the expiration of six months. In the meantime, however, five months after the injury, the law was amended so that it was no longer necessary to make a claim within six months.

It was contended by the claimant that the repeal of the provision requiring a claim to be filed within the 6-month period saved his case from the operation of the old law. The court held, however, that, under workmen's compensation laws, the statute in effect at the time of the injury has the effect of a contract, and that the subsequent repeal of the law will not affect the rights of the parties, which must be determined by the law as it existed at the time of the injury. A decision of the Connecticut Supreme Court of Errors was cited to support this view.

A Loss to the Nation

All thoughtful students of the transportation question were pained to learn from a recent announcement in the public press that Chairman Edgar E. Clark of the Interstate Commerce Commission has offered his resignation. Mr. Clark has been so long identified with the railway problem that his retirement from the commission leaves a vacancy which it is hard to fill. It is understood that Mr. Clark is retiring from the commission to engage in business which will yield him a greater compensation than the somewhat meager salary which is paid to an interstate commerce commissioner.

Mr. Clark is now 65 years old. Whether he has managed in some way to acquire a competence is not known, but it is a fact that he has a young and growing family and doubtless feels the need for more money than the government pays its public servants Whatever may be the cause of his retirement it is certain that with his resignation there passes from the scene of public action the most influential figure of the last quarter of a century in the field of railway regulation.

Mr. Clark came to the commission fifteen years ago. He was appointed originally by President Roosevelt and was twice reappointed by President Wilson. Prior to his great constructive work upon the commission he was a prominent labor leader and attracted the attention of President Roosevelt by his admirable work as an arbitrator in the great anthracite coal strike. He was appointed to the commission in 1906, almost simultaneously with the amendments which were made to the law, by which the Interstate Commerce Act, theretofore a rather harmless and flaccid statute, became so vitalized that it represented one of the most important legislative provisions of recent years.

Mr. Clark steadily grew in usefulness, in knowledge, in ripened judgment, and in the confidence of the country. It is more than probable that at the beginning of his career, owing to his training, he approached the solution of railway questions in a somewhat biased frame of mind, but as his experience increased and his knowledge of railway conditions widened, he undoubtedly reached a very high degree of impartiality, so that in the last few years of his career he commanded the unlimited confidence of shippers and railroads alike.

Perhaps his most useful work was in his dealings with the Congress. He has for many years been on the legislative committee of the commission and was the usual medium whereby the commission communicated with the Congress. His work in connection with the Transportation Act of 1920 is well known.

It is commonly believed, with good reason, that the Esch bill, as it was reported from the house committee in 1920, was largely the work of Chairman Clark. Certain it is that every provision of the bill was carefully scrutinized by him before it was introduced into the Congress.

Mr. Clark was perhaps more familiar with tariffs, their construction and their application, than any other man in the United States in or out of the railway service. In addition to his extensive knowledge of this highly technical subject, he was as familiar with the ordinary operation of railroads and with the rate structure of the country as anybody who could be named. So thoroughly did he command the confidence of the country that he had become a great conservative influence, and it will take many years of patient effort for anyone else so to grow into the confidence of the country that he can even approximate the work which Mr. Clark was doing at the time of his resignation.

A Friendship Broken

The death on July 18, at Independence, Iowa, of Judge Joseph Ney, formerly judge of the Dubuque district, and for years instructor in law at the University of Iowa, serves to recall his former residence at Dubuque, and his long and intimate acquaintance with W. J. Knight, for so many years the valued district attorney of the Illinois Central for Iowa. We are indebted to James T. Tait, known to the Illinois Central family as "claim agent emeritus," and now justice of the peace in Dubuque, for an interesting account of the friendship once existing between these men, and the manner in which this relation was broken. Mr. Tait was their contemporary. In a recent communication to one of his friends in the general office, he falls into a reminiscent mood.

It appears that when Mr. Knight was married Mr. Ney was his best man. The friendship begun in youth extended into middle age and for years they were almost inseparable companions. But after Judge Ney's useful and honorable career upon the bench, and when he had returned to the bar, these ancient friends found themselves on opposite sides of a law suit which Judge Ney brought against the Illinois Central.

Mr. Tait, with the best of intentions and zealous for the interests of the company, as was his wont, effected a settlement of the case, evidently without the full approval of Judge Ney. However that may have been, Judge Ney filed a motion to set aside the settlement. The motion not being very vigorously pressed, Mr. Knight had it dismissed for want of prosecution. Thereupon Judge Ney asked that his motion be reinstated and sustained.

At the hearing of the motion both these eminent lawyers and Mr. Tait testified, and as a result the motion was overruled. But unfortunately the interchange of comment and repartee between counsel in a case which had taken on a personal aspect, involving questions of veracity and professional conduct, produced a breach which was never healed. It was only at the bier of Mr. Knight that the familiar features of his former associate, now rigid in death, brought to the eyes of Judge Ney the gracious drops that washed away all recollections of past differences and left only the earlier blessed memories of their long friendship.

Doubtless, on the shores of the undiscovered country, where clear vision is never beclouded with passion, these rare spirits are now in happy communion, untinged by any trace of bitterness.

Two Questions Settled

The Supreme Court of the United States has recently put to rest two rather troublesome questions which have from time to time led to very considerable differences of opinion, particularly as between the state and federal courts. It has always been somewhat doubtful as to whether a railway company could be sued and recovery had against it for the torts of the director general.

On the one hand it has been insisted that the Federal Control Act could not, consistent with familiar constitutional principles, be so construed as to make the corporation owning the railroad responsible for the acts of the director general, when the corporation did not have control of the property and had no voice in its management. However, the Federal Control Act did provide for suits against the carriers, and this has led many of the state courts to hold that suits could be prose-

cuted against the carriers by name and recovery had, without bringing in the director general as a party defendant. Many of these state decisions ignore General Order No. 50, providing that suits must be brought against the director general for injuries arising during federal control, the holding in such cases being that the director general had no authority under the Federal Control Act to make an order which ran so palpably counter to the language of the law.

The federal courts, however, have very generally recognized the right of the director general to promulgate General Order No. 50, and many of them have pointed out that it was extremely doubtful if the Federal Control Act would be constitutional if it was construed to give a right of action against railway companies for injuries committed by the director general at a time when the properties were entirely out of the hands of the owners.

Now comes the Supreme Court in the case referred to (*Missouri Pacific R. R. Co. v. Ault,* 41 Sup. Ct. Rep. 593) and holds that General Order No. 50 is entirely within the power of the director general to promulgate, and that suits cannot be maintained against railway companies but must be brought against the director general alone. Justice Brandeis in so holding intimates, though he does not find it necessary to decide, that if the Federal Control Act were construed to give a right of action against the companies it would be unconstitutional.

In the same decision there is also settled the interesting question of whether penalties can be recovered against the director general. The case arose in Arkansas, where a state court imposed a penalty of $390 upon the railroad for failing to pay a $50 labor claim. There was a state statute which authorized a penalty of this character. The court holds, however, that the government cannot be sued except by its consent, and that it has never given its consent to be sued for anything except compensation. Compensation alone, says the court, is the measure of the liability of the government under the Federal Control Act, and nothing else can be recovered.

It would seem, therefore, to be reasonably clear that there can be no recovery of punitive damages against the director general, since undoubtedly such damages are vindictive in their nature or imposed not as compensation but as a punishment for wrongdoing, for which the government has, under the cited case, not given its consent to be sued. We say this in all deference to the opinion of the Supreme Court of Mississippi in a very recent case (*Davis, Director General,* v. *Elzey,* 88 Southern, 630) in which that court held that punitive damages could be recovered against the director general.

Interstate Commerce Again

The courts are constantly struggling with the question of whether or not a particular shipment is in interstate commerce. It is settled by the Supreme Court of the United States that this question cannot be answered by the mere incidents of the billing. Ordinarily the test is said to be: What is the intention of the parties who start the shipment on its way? But it is difficult to reconcile the decisions of the Supreme Court of the United States on the subject, not to mention the great body of opinion rendered by various state courts and by the inferior federal courts.

If anyone desires to relieve the tedium of routine work by wrestling with a pretty problem, let him read *Gulf, C. & S. F. Railroad Company* v. *Texas,* 204 U. S. 403; *Railroad Commission* v. *Worthington,* 225 U. S. 101; *Texas & N. O. Railroad Company* v. *Sabine Tram Company,* 227 U. S. 111; *Bracht* v. *San Antonio & Arkansas Pass Railway Company,* 41 Sup. Ct. Rep. 150; *Pere Marquette Railway Company* v. *French,* 41 Sup. Ct. Rep. 195. If any of our lawyer friends, after reading these opinions, feels like framing a simple and easily understood rule whereby this vexed question can be settled, the editor would appreciate a note to that effect.

Our attention has been directed to this subject by the very recent opinion of the Supreme Court of Iadho in *Rice* v. *Oregon Short Line Railroad Company,* 198 Pac. 161. In that case it appears that a shipment of sheep was delivered at Linder, a station on a little railroad known as the Boise & Interurban Railway. It appears that this railroad filed no tariffs with the Interstate Commerce Commission and did not hold itself out as an interstate carrier. It received the sheep, transported them to a point on its own line,

and there turned them over to the Oregon Short Line Railroad Company, which company issued its bill of lading calling for the transportation of the stock to an interstate destination.

The court held that the Oregon Short Line Railroad Company was the initial carrier within the meaning of the Carmack Amendment, and therefore responsible for the safety of the shipment to its destination. The court rested its opinion upon the ground that, although the shipper intended to move the sheep beyond the limits of the state, yet the movement over the Boise & Interurban Railway was entirely intrastate, that the transaction was a complete one when the stock reached the junction point, and that an entirely new contract was made thereafter with the Oregon Short Line Railroad Company.

The court does not seem to have been influenced in its opinion particularly by the fact that the Boise & Interurban Railway was not a carrier subject to the Act to Regulate Commerce. It is of course clear that the Carmack Amendment has no application to a carrier which is not subject to the Interstate Commerce Act. It might, therefore, have been said with show of plausibility that the real initial carrier was the first carrier in the line subject to the Interstate Commerce Act. Obviously the point needs clarification by the highest court in the land.

Illini—"We Are the Men"

Long years ago a race of people famous for their power as shown in cruel and relentless warfare, victorious over many an enemy through physical prowess alone, prided themselves on their successes and called themselves accordingly, Illini—"We are the men."

After this in the continuing history of our country, when one of the strong powers of the earth undertook to oppress and cripple the forward progress of our forefathers, it was declared by those wronged, that all have an equal right to life, liberty and the pursuit of happiness. And for the establishment of these principles they pledged their lives and property, and while they took no such name to themselves, they also spoke more strongly than ever through the character of their accomplishments—"We are the men."

Still later the great and small of our nation began to have conscientious and pronounced opinions as to the consistency and right, in a world-renowned land of freedom, to hold millions of men in abject slavery. This feeling grew and gathered strength, until as a nation our people arose to determine what should be considered right, with the result that in less than four years not a single slave remained shackled in the land of the free and the home of the brave, nor could such a condition in our country ever afterward prevail, so well was the work done. Again unconsciously, our fathers were writing in glowing and brighter characters, "We are the men."

Silently, and by few fully appreciated, another movement is on and daily gathering power. Like all these former history making epochs, its purpose includes more and higher ideals than its immediate predecessor; not by force of arms, intrigue or other questionable and improper means is this effort for the betterment of thousands of both rich and poor, laborer and capitalist, being urged. Reason and justice are the great instruments in the present contest. In its present condition in this respect it is vastly ahead of all the history making controversies of our country. More and more all are giving attention to the needs, requirements and viewpoints of the various classes concerned. Men are fast becoming more considerate and looking not alone at one, but at all sides of questions presented, so far as they are capable of seeing and understanding, and are also seeking instruction to guide them righteously in their course.

We are also anxious to be able to say—and hope that ere long in more brilliant and glorious characters than ever before, by any of our foregoers, shall be written—"We are the men!"—Illini!—E. N. VANE, *trainmaster, Indiana division.*

Hospital Department

On Keeping Really Cool

MY, but it's hot, someone says. As you read the above, you consciously or unconsciously fall into one or the other of two classes—you either agree with the statement or disagree with it.

Let us briefly consider the reasons for this and see whether, should you agree, there might not be ways to lessen your discomfort and have you, with a better understanding of its cause, join the other class and be comfortable.

In the first place, heat is a relative term—what seems hot for some people is only comfortable for others. If you live in a climate where there is considerable humidity in the air, as in the river towns or adjoining some considerable body of water, the increased temperature will be more perceptible. The quart of perspiration thrown off by the skin every twenty-four hours does not get a chance to evaporate so quickly and thus cool the skin. If the weather happens to be cold and there is a large amount of moisture in the air, we feel the cold more keenly.

Watch What You Eat

What we eat has its due influence, because food produces bodily heat, and some classes of food produce more heat than others. Therefore, it is important to eat food which is adapted to the weather and climate.

The clothing has a decided influence. One should dress lightly and in such material as will allow free circulation of air, thus favoring evaporation of perspiration and consequent cooling of the skin.

Exercise produces increased perspiration, which, if one is properly dressed, allows of increased evaporation and resultant cooling of the skin.

In the conditions thus lightly touched upon a general idea of contributory causes for feeling comfortable or uncomfortable has been given. The causes will be considered a little more in detail, so that we may the more fully understand how they contribute to our comfort and govern ourselves accordingly.

Humidity Affects Health

Humidity means the amount of moisture in the atmosphere. It is an ever-present factor, for moisture is given off by everything that breathes, including both animal and plant life. Think of it—the adult person gives off four and one-half pounds of watery vapor every twenty-four hours, two and one-half through the skin and one and one-half through breathing. Growing plants and trees also throw off a great amount of moisture. All this moisture in the air has an effect upon health. The proper amount of humidity is about 50 per cent of the amount of moisture which the air can take up at that temperature. An increase of 27 degrees Fahrenheit doubles the capacity of the air to take up moisture. The precipitation of dew is a familiar illustration of the inability of air when cool to retain as much moisture as when warm.

Humidity increases the effect of heat and cold on the body. In other words, we feel the hot weather more when the air contains much moisture, such as on the so-called "muggy days." One can readily understand why people living on or near large bodies of water are made more uncomfortable by very hot or very cold weather, since the larger amount of moisture interferes with the evaporation from the skin and cooling of the surface. This will also explain why a person living in a river town will feel uncomfortable with a temperature of 90, and why a person living in the desert regions can feel comfortable with the thermometer at 110.

What a "Calorie" Means

The food which we eat has a marked influence on the production of bodily heat, and a consideration of the heat produced by the classes of food-stuffs is instructive. The meaty and starchy foodstuffs produce about four calories of body heat, while the fatty foodstuffs produce nine and one-half calories. The term "calorie" represents the amount of heat necessary to raise the temperature of

one pound of water 4 degrees. This means that in hot weather we should avoid eating any considerable amount of meaty or fatty foodstuffs, knowing, as we now do, that heat production is increased thereby. It is important to remember also that the amount of food must be reduced in hot weather. The bulk of the foodstuffs plays an important part in producing the feeling of satisfaction which follows eating, the appetite being more easily satisfied in hot weather. If bulk is desired to produce satisfaction, make up the difference by consuming more "green stuff" and less meat and fat. There is no subject which presents more diverse views in the handling than that of eating. The truth of the old rhyme concerning one Jack Spratt, who, it will be remembered, would eat no fat while his helpmate would eat no lean, still serves as an example to present-day generations of what an exactly opposite taste in diet may accomplish.

How Necessary Water Is!

It would be imposible to close the consideration of foods and diets without taking up the subject of water, the most important constituent of any diet, and without which this body of ours would perish in five days. Water composes between 60 and 70 per cent of the human body, and when we consider that we are getting rid of it at the rate of nearly five and one-half quarts a day, the necessity for replacing this loss immediately becomes apparent. About five and one-half quarts a day is the normal daily excretion for the average person.

While it is true that the food which we eat supplies a certain amount of water, yet the fact remains that entirely too little water is consumed by the great majority of people. Various reasons cause this. In the first place, the use of ice water tends to make one cautious as to drinking any large amount—it is too cold—and the sensation of thirst being in the mouth and throat, a few swallows of ice cold water will have a tendency to blunt the nerves and give the false impression that the thirst is satisfied. Water, to perform its greatest good, should be taken either warm or only fairly cool. Then only can we consume the two or four quarts necessary to the carrying on, with greatest efficiency, of the life process. When you are looking for the greatest aid to good health, good complexion and sufficient elimination to produce these results, do not forget water and its health-producing value.

In this connection the relation of good health to water drinking while eating should be considered briefly. The belief has been handed down to us that it is bad thing to drink more than one glass of fluid at meal time. This is right if the practice of washing down a mouthful of unchewed food is followed. Food should be chewed thoroughly and not swallowed until it has been thoroughly ground up by the teeth and moistened by the saliva. The practice of washing it down with fluid is bad. Experiments have shown that copious but careful water drinking with each meal has even had beneficial results.

Use Light Clothing Indoors

The matter of clothing for hot weather is of importance, inasmuch as we have to satisfy both the esthetic and the useful. Much has been said about woolen, which absorbs the perspiration and keeps the wearer from getting chilled. This is good for certain occupations, where the work is arduous and the intervals of rest few, but the wearing of woolen would not be well borne by office workers, who should dress as lightly as possible in loose-fitting linen or cotton clothing, which allows the air to circulate next to the skin and carry on that important function of evaporation and the consequent grateful cooling of the skin. The color of outside clothing should preferably be light, even white, in order to reflect as many of the heat rays as possible and absorb the fewest possible number.

In the matter of exercise during hot weather, the term must be understood to mean the performance of the work which is the means of livelihood and necessarily varies from the heavy out-of-door labor to the work entailed by sitting at a desk and using the brain. Work is not difficult if the mind is attuned to its task. The negro in the field sings while working. He enjoys the work in hand. The brain work performed by one who is in close touch and sympathy with his task is never irksome—it is enjoyable, and he, too, has a song, if not on his lips, at least in his heart.

Keep Cool Mentally, Too

This brings us to the consideration of the

greatest factor in keeping cool in hot weather —the condition of the mentality. If one is worried and fretful, the simple task of adding up a column of figures is difficult. All the diverse interruptions so common to office work serve only to make the fretfulness more marked, until at last it seems that the task could not be finished. During all this time the perspiration pours out upon the flushed skin and only serves to increase our irritation. There is no actual increase in bodily temperature; yet the skin feels hot, the mind is disquieted, the attention strays and failure to accomplish the work in hand is the result.

Now is the time to stop work for a moment and recall something of a pleasant nature and other pleasant thoughts. Then, with a smile on the face as well as in the heart, take up the appointed task again—and, lo, the heat has disappeared, the difficulties have flown away, the remainder of the work runs off as speedily and as pleasantly as even you could wish for. Don't get angry, even when the provocation seems great enough—it is surprising how we lose our sense of proportion when angry, the smallest irritation assuming the size of a mountain. A firm determination not to give way to irritation will do much to mitigate the discomfort of hot weather.

Explains How to Win Shop Efficiency

By O. A. GARBER,
Master Mechanic, Memphis, Tenn.

Now that the fighting days are over and we must return to our old standard both in labor and prices paid for labor, the word "efficiency" stares us in the face.

I know that most of our employes realize that they must give eight hours' work for eight hours' pay; in fact, I am given to understand by the different organizations that this is their motto, and that they are preaching this in their meetings.

I consider a day's work all that one man can do; therefore, we must increase efficiency, which can be done only by improved machinery and by improved practices. When improved machinery is furnished, great study should be given as to placing it. A very careful study must be made as to the location of each machine. The machines must be grouped so as to avoid the backward movement of all parts removed from a locomotive or car, which must be moved forward from the time the car or engine is shopped until it is again assembled.

Our management has given us to understand that it will furnish us any money-saving device if it can be proved that the proper saving can be made.

There is a proper pride among our employes at the individual shops, and if a man-hour record could be established on each machine's operation and the result advertised among the different shops, it would no doubt create a rivalry that would result in an increased output. An individual record of man-hours should be kept of each rebuilt car, so that the foreman will know just exactly what his men are doing. A fair man-hour allotment should be established for the different series of cars, and there is no doubt that there will be a big effort made to finish these cars within the allotted man-hours, which will increase our output.

We should insist on having our foremen of the different departments visit other shops. By doing this they will advance new ideas which will increase efficiency.

The proper sizes of lumber and material must be furnished at all times, if we expect to increase our output at a normal cost.

The general foreman of the shop should hold a staff meeting with his force at least once a week and go over with them the work that he expects to do the following week, as we must have closer co-operation among the different foremen from the different classes in order that we may increase our output.

C. A. PROUTY DIES

Charles A. Prouty, 68 years old, former member of the Interstate Commerce Commission, died at his home, in Newport, Vt., on July 8. He had been ill for several weeks. He was on the commission for eighteen years until February, 1914, when he was appointed its director of valuation. In 1918 he was appointed director of the division of public service and accounting of the railroad administration.

ACCIDENT AND INJURY PREVENTION

Some Personal Work for Safety

AS the summer rolls on, the toll of automobile accidents on the Illinois Central System gets longer and longer. Moreover, the record of accidents exceeds that made in the corresponding period of 1920.

So far, in the first six months of 1921, there were 157 automobile grade crossing accidents on the system—an average of more than 25 a month—almost one a day. This is an increase of 14 per cent as compared with the same period of 1920.

Within this period this year, 7 persons have been killed and 52 injured in automobile accidents in which trains of the Illinois Central System have figured. This is about one death or injury to every three automobiles smashed.

Many, many years ago, safety dictated the use of the "Stop, look and listen" signs at railway crossings. It is safe to say that not one person who has observed this rule in crossing the right-of-way has ever been injured by a train. Until drivers of automobiles pay stricter attention to the observance of these precautions, there will continue to be an increasing number of grade crossing accidents.

Meanwhile, a little personal attention by trainmen in converting their friends and acquaintances to the plan of "Safety First" might not be amiss. Witness the following letter in which Conductor H. L. Nourse of the Tennessee division, temporarily acting as flagman on Extra 1776, a freight train, preached a little sermon on safety to a physician of Martin, Tenn., who took a chance and almost caused some trouble:

"In writing you this letter, I would be pleased to have you consider it in an intelligent way and gather from it a lesson or warning that, I am quite sure, if heeded, will be of great benefit to you in the future.

"You will recall that somewhere near 8 o'clock this morning you were driving south on Lindell street, and found this street

A Soliloquy

I am the golden key to the temple of success.

I am the ideal of the management of all industries.

I am the difference between the artist on the job and the artisan.

I am the spirit that does the right thing at the right time and right place.

I am not abiding within the careless, the lazy, the indifferent nor the sloven.

I am the best solicitor and retainer of business any railroad possesses.

I am the vital principle in safety first and first-class service.

I am the guiding star of the ambitious, the skilled and the successful.

I am that which pleases by courteous treatment and maintains my employer's prestige.

I am the trained mind, plus experience, plus interest, plus action.

I am that virtue that eliminates claims through prevention.

I am the latent spirit that abides in man, but grows only by exercise.

I am *efficiency*, the greatest uplifter of mankind, the mark of the 100 per cent employe.

The Illinois Central System has efficiency.

Two Wisconsin exporters of pedigreed Holstein cattle were enroute to New Orleans on my caboose. One was a regular patron; the other, a new one. Both agreed that the Illinois Central was the best route on account of efficient service and courtesy of the trainmen.

A satisfied customer is a railroad's best advertisement.—L. C. GAERIG, *Freight Conductor, Memphis Division.*

crossing blocked by Engine 1776. You were signaled by two members of the train crew not to attempt to cross the track. You disregarded these signals, and by so doing you almost struck the conductor of this train, who failed to see your approach, and at the same time you stood an excellent chance of having your car struck. Your car cleared the rear end of the engine by only a possible 10 inches. For your information, I may say that a signal had been given the engineer to back up. Had it not been for the watchfulness of Fireman Murchison, who saw your approach, you now no doubt would be without the service of your car and possibly would have been injured yourself.

"The Illinois Central Railroad has been for several years, and is at present, conducting a strenuous campaign in the interest of safety, and there exists in my mind an idea that you, dear sir, should exercise more care in driving, and especially when crossing railway tracks.

"Your exhibition of carelessness at any future time may result in an injury to some one dear to you, and may I suggest that you give the matter of safety more thought. By so doing you will assist very materially in the successful conclusion of the above mentioned campaign."

Conductor Nourse closed by wishing the doctor a long and prosperous life.

What One Safety Council Has Done

Life, limb and property are well worth saving, according to the Chicago Safety Council, which has just issued a summary of its first year's activities.

The council was organized to work in cooperation with the Chicago Association of Commerce and the National Safety Council. The plan was initiated by Harold F. McCormick, president of the International Harvester Company, and sponsored by E. J. Buffington, president of the Illinois Steel Company, Samuel Insull, president of the Commonwealth Edison Company, Charles H. Wacker, chairman of the Chicago Plan Commission, and Thomas E. Wilson, president of Wilson & Company.

That was in April, 1920. It was authorized to begin work August 16, 1920. Since then it has completed its organization, enrolled 328 men and women as active workers, conducted a school of safety supervisors which graduated 283 men and had an average attendance of 475, started a highway safety committee at work, introduced the study of safety and fire prevention in the Chicago public schools, graduated 310 men from a foremen's safety instruction course with an average attendance of 525 foremen representing approximately 50,000 workmen, obtained much useful publicity for safety, put at work a police and traffic committee, cooperated with the Red Cross, sent high school and Boy Scout representatives to the Safety Congress, perfected a steam transportation committee to prevent deat and injury to children trespassing on right-of-way and to minimize crossing accidents, formed a health and sanitation committee, taught a safety instruction course for 610 chauffeurs and graduated 469 of them, organized a fire prevention committee and a juvenile safety committee, co-operated in Americanization work, held many meetings, perfected an electric transportation committee, and in general aroused public interest in its work.

It points to a reduction of 2.2 per cent in the number of fatalities in Cook County for 1920 as compared with 1919, in spite of a 29-per-cent increase in the number of automobile deaths, as the result of a great increase in the number of automobiles. That the council has a big field to work in is proved by the fact that accidents in Chicago and Cook County in 1920 caused the death of 1,982 persons and the serious injury of 49,550. Children less than 16 years of age made up 497 of these deaths. Automobiles caused 542 deaths. Fires in Chicago in 1920 caused a property loss of $11,800,000.

The Monthly Inventory

By J. B. FLANNERY,
General Foreman, General Storehouse,
Chicago

ONE of the things essential to good stockkeeping is the accuracy of the monthly inventory. The stockkeeper's slogan should be, "Do it right."

To accomplish this, special attention must be given to the proper storing or placing of the stock, so that the inventory can be taken accurately in the least possible time. In order to do this, stock should be placed so that a simple problem in mental multiplication will give you accurately the amount of each item of stock on hand.

Shelf Material

Shelf goods, so far as is practical, should be arranged with the same quantity in each tier. Always issue from one tier only, until the entire contents have been removed, before taking from another.

Racked Goods

Keg stock should be placed on racks made to hold five or ten kegs the long way of the rack, depending upon the quantity of stock required to be carried. Stack them four or five kegs high. In the same manner should be arranged flag bar iron, angles, channels, etc., thus making a neat appearance and at the same time affording an opportunity to check the stock quickly and accurately.

Round iron should be neatly racked with a vertical gauge stencilled on the side of the support to show at a glance the amount of bars on hand. The use of the stencil gauge should be applied to bins containing dry paint, powder, welding rods, and similar articles to avoid the necessity of weighing or estimating each month the quantity on hand.

Piled Material

Frogs should be arranged beginning with the lowest section of rail and the lowest number frog. Arrange switches in the same manner according to the section of rail and length of switch. This plan not only facilitates taking the monthly inventory but saves a great deal of time for your shipping force when making shipments.

Only a few items of material have been mentioned in this article. However, the scheme should be carried on throughout the several thousand items of necessary material carried in stock to operate a railroad.

So far as it can be done practically, the following plan should be adhered to: Each section stockkeeper's stock should be stored and his stock book written to conform with the location of the stock. By doing this, the stockkeeper, when taking his monthly inventory, will have a starting point and can go through his entire stock without doubling back and wasting time and steps.

This article is written with the general store stock in mind. The basic idea, however, applies equally to division stores, and its application would assist materially in the reduction of the "cost of handling."

Things We Should and Should Not Do

Do not leave tools and materials in the weeds.

Be courteous to the passengers—they pay for it.

Get your stoves and stove-pipes in shape this summer for next winter. It may be that you will eliminate a fire.

Be sure you nail the skid that goes from platform to car securely. It may save an injury.

Now is the time to paint the inside of gutters to save deterioration.

Clean up all the old scrap that you can get your hands on and ship it in. It can be turned into money.

Assist your fellow workman when he is

on his vacation. It may be someone will assist in your work when you are taking yours.

Talk about the Illinois Central and its service. When you are talking about the company, you are talking about yourself.

Have you asked your neighbor to consider traveling over the Illinois Central when on his vacation? If not, do so.

Do not drop heavy packages when unloading from cars to the ground. Take a little time and get a skid. It may save a freight claim.

Let everyone encourage the purchasing of coal during the summer. If everyone waits until winter sets in, transportation as well as coal will not be available.

Why allow that package to sit out on the station platform and get wet? Are you not trying to reduce claims?

Do not walk by a piece of wood with a nail in it sticking up. Pick it up or bend the nail down. The nail may stick in your foot the next time you pass it.

Why use a fine grade of paper when a cheaper grade will do just as well? Paper costs money.

Keep your water barrels filled, especially this time of year, when fire is liable to start from dry glass and weeds.

To Complete Dawson Springs Hospital

An article in the July issue of the *Illinois Central Magazine* describing the construction of the new government sanatorium at Dawson Springs, Ky., announced that bids were to be opened on July 13 for the thirteen remaining buildings. An announcement from the Treasury Department at Washington on July 16 said:

"Proposals for the construction of thirteen additional buildings at the Dawson Springs Sanatorium, Dawson Springs, Ky., at an approximate cost of $800,000, have been opened and the Secretary of the Treasury has awarded the contract for the construction work to Algernon Blair of Montgomery, Ala., whose bid was $596,300, and the contract for the mechanical work to the Forbes Manufacturing Company of Hopkinsville, Ky., whose bid was $196,255. In each instance the contract has been awarded to the lowest bidder.

"Under the original appropriation of $1,500,000 of March 4, 1919, a road three miles in length was constructed to the sanatorium site and the contract made for the construction of the eight principal buildings of fireproof construction. These buildings are now nearing completion. Contracts have also been made for the power-house and equipment of same, and good progress is being made.

"Thirteen additional buildings are necessary to make a complete hospital of 500 beds for tubercular patients, but, owing to insufficient funds, these buildings could be built only of wood construction. As fireproof construction was considered essential, these buildings were held in abeyance until an appropriation of $750,000 was made (deficiency act of June 16, 1921). Immediately after the passage of this act the work was placed on the market and bids opened on July 13 and contracts let. All work is to be completed within six months."

With the construction of the thirteen additional buildings, the new sanatorium, to be operated by the Public Health Service, will be a complete hospital of 500 beds for tubercular patients. The patients will be ex-service men who have contracted tuberculosis.

THE EDITOR WEDS

Honeymooning in Northern Wisconsin as these lines are written are Mr. and Mrs. George Maxwell Crowson. Mr. Crowson is editor of the *Illinois Central Magazine*. Mrs. Crowson, until 4 p. m. Saturday, July 23, was Miss Vida Pearl Yeakley, daughter of Mr. and Mrs. C. F. Yeakley of St. Joseph, Mo. Mr. Crowson, who is a son of Dr. and Mrs. E. L. Crowson of Pickering, Mo., received his newspaper training on the Maryville (Mo.) *Tribune* and the St. Joseph (Mo.) *News-Press* before joining the public relations staff of the Illinois Central a year ago. He saw service overseas during the war. The noon hour, July 22, was devoted to an office luncheon in honor of Mr. Crowson by the employes of the general claim office and the public relations and magazine departments, at which Mr. Crowson was the recipient of the offices' gift of the necessary silver tableware.

Traffic Department

The Birmingham District

By E. F. STOVALL,
General Agent, Birmingham, Ala.

IN the autumn of this year, Birmingham, Ala., will celebrate its fiftieth anniversary, and I feel that it will be interesting to the readers of our magazine, most of whom have not had the opportunity of visiting the "Magic City," to know some of the reasons why it has grown from a small village to a city of 180,000 population within this period.

This semi-centennial will be noteworthy because it will commemorate the most astonishing development and growth achieved by any American city within the space of fifty years.

Many of the pioneer residents remember the Birmingham of fifty years ago—a few scattered huts nestling in Jones Valley in the foothills of the Appalachians, banked by low ranges of forest-clad mountains, secreting a vast treasure chest of virgin wealth. These pioneers were men of broad imagination and envisaged in this fertile valley a great industrial metropolis.

A Romance of Coal and Iron

The story of Birmingham and its district is a romance of coal and iron. Its prosperity rests on this bed-rock foundation of rich mineral deposits, sufficient, it is said, to last the needs of man for centuries to come. Geologists have marveled at the lavish diversity of Nature's gift to the Birmingham mineral district—a combination of iron ore, coal and limestone, all the materials necessary for the manufacture of pig iron, and hence for the manufacture of steel, in such close proximity as to be practically in one locality. No other known region in the world is said to be so endowed, and therefore so peculiarly fitted for commercial success in the iron and steel business.

Alabama, and particularly the Birmingham district, is now generally regarded as the coming center of the iron and steel industry in North America and as the ultimate rival of the Pittsburgh district. As a matter of fact, since 1890 Alabama has dictated the price of pig iron to the rest of the United States.

In the near vicinity of the Birmingham district there is mined annually approximately 16,000,000 tons of coal, and there is manufactured within this district more than 3,000,000 tons of coke annually. The normal production of pig iron within the district is 2,500,000 tons, while the actual tonnage of steel produced in 1919 was 1,045,000 tons. A great part of the steel produced in the district is fabricated into finished articles, including steel rails, blooms, billets, angles structural material, wire, nails, staples, etc. Steel railway cars are also being manufactured here in increasing numbers.

Good Business in Cast-Iron Pipe

The largest tonnage produced, aside from pig iron and steel, is cast-iron pipe of all kinds and sizes. The average annual output of this is 500,000 tons. This pipe is shipped to all points in the United States. A considerable portion is exported.

There has developed, within the past few years, a large industry from the use of slag, a pig-iron furnace refuse which for many years gave the furnace companies much concern as to its disposal. During the years of the manufacture of pig iron, many millions of tons of slag have been dumped into every available space in the vicinity of the furnaces. It has been proved that this slag is peculiarly adapted for all concreting uses. It has been recognized as one of the best materials for the construction of modern highways, as well as city paving and the like. One company in this district shipped 9,681 carloads during 1920, a great part of which moved to various other states for road building.

While primarily this is an iron and steel district, the influx of capital for the develop-

ment of its abundant resources has in later years so greatly altered this condition that it is rapidly becoming a center for diversified manufacturing. A recent survey made by the Birmingham Chamber of Commerce shows 682 manufacturing plants doing business in this district. The list of manufactured products ranges from small nails to railway cars, and these products are being shipped all over the world. Some of the principal manufactures are sugar mill machinery, cotton gin machinery, cotton seed products, cement, brick and packing house products.

Makes Sugar Machinery, Too

This district is the largest sugar machinery manufacturing point in this country, the major part of the output going to Cuba and other sugar producing sections.

There are two large cotton gin factories which ship to all parts of the world where cotton is grown.

The cement plants have an annual output of 2,250,000 barrels, and there is now under construction a new plant which will largely increase this production.

Sixty per cent of all the paving brick manufactured in the southern states is produced here. In addition to factories with a large production of face and common brick, there are also a number of fire-proofing and hollow-tile and sewer-pipe manufacturing plants.

There are four large cotton seed oil mills, two meat packing plants and a great many other smaller plants, all of which add materially to the great volume of tonnage and to the prosperity of this district. The establishment of these smaller manufacturing plants here has been greatly encouraged during the past few years by the provision of practically unlimited hydro-electric power, which is generated at the Coosa River, fifty miles away, and brought to Birmingham over copper wires one-half inch in diameter, supported by 70-foot steel towers, making available an energy of 110,000 horsepower daily.

With its boundless mineral wealth, abundance of skilled labor, exceptional transportation facilities, hydro-electric power, cheap gas, cheap coal, cheap manufacturing sites, equable climate, beautiful residence environs, and pleasant living conditions, the Birmingham district offers the manufacturer one of the most attractive locations in America today.

Illinois Central There Since 1908

Many years ago the Illinois Central management, realizing the importance of the Birmingham district, determined to extend its operations thereto. By the construction of a line from Corinth, Miss., to Haleyville, Ala., and by arranging operating contracts with the Mobile & Ohio Railroad, the Northern Alabama Railroad and the 'Frisco Railroad, giving trackage rights over those lines, the Illinois Central on April 19, 1908, moved its first train, carrying a full tonnage of steel and iron, out of Birmingham.

In June, 1909, the capital stock of the Central of Georgia Railroad, the western terminal of which is Birmingham, was acquired by the Illinois Central. Shortly thereafter, the facilities of the two lines were consolidated, thus constituting a through line from Chicago, St. Louis and the Mississippi Valley to the Atlantic seaboard at Savannah and enabling the Illinois Central to enjoy the tonnage of this district moving both east and west. In addition to the trackage rights covering the operation of trains into Birmingham proper, the company acquired practically equal rights with the 'Frisco on what is known as the Bessemer branch of that line, extending from Pratt City to Bessemer, Ala. This branch touches the larger operations of the Tennessee Coal, Iron & Railroad Company at Ensley and Bessemer, the Woodward Iron Company at Woodward, Ala., and various other large industries located at and between Pratt City and Bessemer.

Good Facilities at Birmingham

The Illinois Central also, through contract arrangements, acquired equal rights on the Birmingham Belt Railroad, a line which serves a large industrial territory in North Birmingham and East Birmingham, as well as Birmingham proper.

Splendid facilities have been provided at Birmingham in the way of freight houses, team tracks, train yards, etc. The freight houses and team tracks are within three blocks of the principal wholesale and retail districts. Hence, with the splendid service which is being given the patrons of the

Illinois Central and the Central of Georgia, our merchandise and miscellaneous traffic between Birmingham and Chicago, St. Louis, New York, Boston, and all northern and eastern points is steadily increasing.

The wisdom of the management in extending its operations into the Birmingham district is evidenced by the growth of the tonnage, which on steel and iron alone normally averages between 5,000 and 6,000 cars annually.

With our splendid facilities, enabling us to reach the whole of the industrial district on equal terms with other lines, and with the continued excellence of the service rendered, the Illinois Central and the Central of Georgia are in position to enjoy their full share of the prosperity of this district.

Between Transportation and Traffic

By E. P. RUSSELL,
Commercial Agent, Hattiesburg, Miss.

I WONDER at times whether transportation realizes that its existence depends upon traffic, as well as, on the other hand, whether traffic realizes that its existence depends upon transportation.

Most of my service of twenty-six years with the greatest railroad in the world has been spent in the transportation department, and in writing this article I speak from practical experience. What I say should be construed not as a criticism but as an attempt to emphasize the importance of close cooperation between employes of the transportation and the traffic departments.

It is noticeable that a radical change has taken place in the past few years in this regard—that is to say, harmony and co-operation between the officers and employes of both departments as a whole are showing results in securing more business for our railroad and in rendering more efficient service. I am thoroughly familiar with the policy of the management in this regard.

Every employe should interest himself in a personal way in serving the public. He should realize, as has been thoroughly emphasized by the management, that we have but one commodity for sale—transportation—and he should also realize that there are various ways in which to sell this commodity. Every employe has some friends in business, and he possibly can do more to win their good will and friendship for our railroad than anyone else, if his interest is made manifest and the proper methods pursued.

Local Agent Is Important

I believe everyone realizes the important position held by a local agent and the importance of the local agent's having a well-drilled and efficient organization. Having been a local agent fourteen years, I believe I am in position to speak on the subject. I know from experience that the local agent and his force at a station are looked upon by the public in general as "the railroad." The agent and his force have it in their power to create either a feeling of friendship and good will or the reverse. It is necessary that the agent give these matters thorough consideration, and, if he has not already done so, he should put his shoulder to the wheel, line up his organization and get busy with the public.

There is nothing that counts more in creating good will in the people than courtesy, and in my judgment this is the first factor that should be emphasized. It should be studied from every angle. Telephone conversations are an instance. I have had this matter brought to my attention in the past, and I feel the importance of courtesy in telephone conversations. I believe it will be agreed that an abrupt manner in using the telephone is much worse than the same manner in a personal interview. Both, of course, should be avoided.

A Matter for Each One of Us

Another matter which I feel is important and deserving of recognition is the necessity of each employe's so conducting himself in his daily life as to cause favorable comment instead of unfavorable criticism. I feel that if each employe would give this matter consideration it would assist materially in cementing the friendship of the public for the railroad.

Still another matter of importance, in my judgment, is for each employe to interest himself in the matter of complaints and crit-

icisms against the railroad. In other words, at any time he hears of a complaint or criticism, he should not wait until the next day and then depend upon someone else to handle it. It might be well to refer the complainant to the head of the department complained of, but the employe should not stop at this; he should make a report of it himself, so that he may be in a position to assure the person making the complaint or criticism that it will be promptly investigated.

A short while ago I made a visit to a business man who was president of several large concerns. We had been receiving practically none of their traffic. He was quite affable during our conversation. When I got to the matter of actual solicitation, he said he would like to give us his business, but had not done so because he thought we had been negligent in settling a freight claim. I promptly got into the subject and found he did have a just claim, which was filed, however, with another railroad, the papers subsequently coming to our road. I told him I would see that the matter was promptly investigated.

That was on Monday. He submitted a copy of the file to me. I wrote a letter the same day, and on Thursday he received a voucher to cover the loss. On Friday and Saturday he routed six cars of competitive business our way, and since then he has routed a large per cent of his business over our road. Previous to this we had not obtained a car from his plants in several months.

Handle Complaints Promptly

This, I believe, emphasizes the necessity for prompt handling of complaints and criticisms. Employes no doubt are thoroughly familiar with the policy of our railroad in regard to suggestions and constructive criticism, but I think it would be well for every person to give this matter more thought and interest himself personally.

An employe may be in possession of facts or have the knowledge of something that may be done to improve service, but unless he imparts to the proper authority such knowledge it is dead. It is the desire of the management that each employe make suggestions which might benefit any phase of railroading. There should be no hesitancy in making these suggestions in the usual manner to a superior officer.

I realize there is no railroad on earth on which more co-operation and loyalty are shown by each employe than are shown on the Illinois Central. I am merely trying to emphasize the importance of the close co-operation and loyalty which I believe exist.

Things to Talk About

One of the greatest impediments to a return of normal business activity is the agitation for generally lowered freight rates. This agitation seems to have led a considerable number of people to believe that rates can be lowered generally, and business is being deferred because business men believe they will be able to take advantage of lower rates within a short time. It is of the greatest importance that this erroneous impression be corrected, for there is no indication at present that rates can be reduced in time to affect the business which should move during the next several months.

Much of the agitation for lower rates is not based upon a knowledge of railway conditions. Senator Albert B. Cummins, chairman of the Senate committee on interstate commerce, made the following statement during the progress of the railway hearing in Washington recently:

"Whenever the Congress is willing to make an appropriation to help sustain the railroads, I think then we can consider a general reduction in rates. But with a situation in which there is no net income shown for the operation during the last year, it is quite obvious that rates cannot be reduced."

Samuel O. Dunn, editor of the *Railway Age* and student of transportation economics, made the following statement in a recent contribution to *Review of Reviews*:

"Suggestions for reductions of rates which are not predicated on the assumption of previous and relatively much larger reductions of expenses betray an ignorance of the railway situation which is almost inconceivable."

It is obvious that a general reduction of rates will have to be postponed until the net earnings of the railroads get to the point where reductions will not completely disable them from rendering efficient service.

CLAIMS DEPARTMENT

Where Sympathy Causes a Waste

Clyde H. McCandless, a young white man living at Vicksburg, Miss., lost one of his legs by falling under a Y. & M. V. passenger train in the yards at Greenville, Miss., on August 10, 1920.

It seems that McCandless had gone from Vicksburg to Greenville to apply for a position as train flagman. He failed to get the position and tried to obtain a pass home, claiming he was short of funds, but was refused because the rules did not permit its issuance. He then inquired about trains, particularly freight trains. This gave the impression he had in mind beating his way.

As passenger train No. 15 was leaving the station at Greenville about 9:50 p. m., McCandless was seen to run out of a restaurant on the east side of the railroad and attempt to catch the tender of the engine, but his body came in contact with the switch-stand, and he lost his hold and fell under the car. Within a day or two after his injury, relatives from Vicksburg, accompanied by a lawyer, visited Greenville, and extensive preparations were at once made for a law suit. Suit filed at Vicksburg for $40,000 came to trial in January last, resulting in a hung jury, seven being in favor of a verdict for the railroad.

The case was again tried at the May term, with a like result, the jury being divided exactly as before.

It was contended that McCandless was walking down the railroad just east of the main track (the fact being conceded that many persons do travel back and forth from Washington to Main streets that way). It was further contended that it was very dark at the place, that the light on the switch-stand was out, and that he stumbled over the switch-stand and under the train, which was then passing beside him. At the first trial he produced a witness who claimed to have seen him fall over the stand and three witnesses who testified that they noticed the switch light was out a short time before the accident. These witnesses, as well as McCandless, claimed it was so dark the switch-stand could not be seen until one actually ran into it.

The railroad introduced twenty-seven witnesses to show that the switch light was burning at the time, also that the premises surrounding the switch-stand were sufficiently lighted by the "white way" arc lights, electric signs, etc., in the vicinity to enable one to read the headlines of a newspaper at the switch. Many of the witnesses testified that they had made numerous tests under conditions existing at the time of the accident to determine this.

The proof was so clear and overwhelming that it seemed there could be no doubt as to how the accident occurred; yet in the two trials ten men out of twenty-four refused to return a verdict for the railroad. Each trial lasted more than three days. Of course, the expense to the county is considerable, but so is the expense to the railroad, since to keep twenty-seven witnesses waiting around court three or four days, paying their time and expenses, is not a trivial matter.

The case seems to have resolved itself into an endurance test. The attorneys for McCandless say they are going to try the case again. Of course, they have everything to gain and practically nothing to lose.

A rather sensational feature developed on the second trial. One of the best witnesses for McCandless on the first trial failed to appear for the second. The attorney, on examination of one of the railroad's witnesses, uncovered, very much to his surprise and consternation, the reason. This witness testified that he had heard the missing witness say on one occasion, when confronted with documentary proof showing that the witness could not have been at the place and observed the conditions as they existed, that it was true he was not there. Upon being pressed for an explanation why he had testi-

fied to facts he did not know anything about, he admitted that he had been promised $400 so to do.

It is but natural that a jury should sympathize with a young man who has lost a leg, but in the face of such clear and positive proof as was twice introduced in this case to the effect that the railroad was in no way at fault, it would seem that at least nine of twelve men on a jury might lay aside their sympathy and agree on a verdict.—E. W. S.

Another Angle on the Case

In connection with the case above mentioned, the following letter has been received giving another angle on the incident:

"I would like to say a few words to show the inconsistency of some people when it comes to law and justice—and a railroad involved.

"The case in mind is one that has just been tried in this county from Greenville, Miss. It is a case where a man who was trying to beat the railroad out of his fare attempted to get on the train between the engine and mail car and, in doing so, fell off and lost a foot. The case was a mistrial—seven for the company and five against the company, as I understand it, because it was claimed the railroad did not have a certain switch light burning.

"It appears to me that they want to put a premium on this kind of beating the road by any one who might be disposed to do so. Evidently they do not know the danger of this practice—not only to the person who tries to beat the road in this style, but to the lives of the passengers on that train.

"Any person getting on and riding on that part of a train is liable at any time to move the angle cock which supplies the air to the train—and when this happens the engineer loses all control over his train. This has been done a great many times to my knowledge.

"Just think of it, Mr. Juryman: Just suppose this man or any other would get on the fastest train on the road and put it in the condition just mentioned. Can you imagine how many would be killed and the damage that would be done? I will ask—who would be to blame? The engineer has no way of finding out that the air has been cut until it is too late.

"Don't encourage this kind of danger. It is the public and the railroad who suffer when any person who wants to risk his life and endanger others attempts to board a train in this manner, just for the purpose of beating the railroad.

"Another question I would like to ask you fellow-men: We all own and operate a vehicle of some kind. Do you think it would be right for you to keep a light burning, at any time, for the purpose of permitting any one to jump on and ride at your risk?"—J. D. Riggs, *Taxpayer, Warren County, Vicksburg, Miss.*

Climbed Between the Cars

Benjamin Angyal, an Austro-Hungarian, is minus a portion of his right foot, but has profited by a recent experience in trying to obtain money from the United States Railroad Administration through the avenue of a law suit, brought for injuries sustained when he was attempting to climb in between a freight train April 11, 1918. He has found out that it is much easier to lose a foot than to win a law suit.

Mr. Angyal is a coal miner. On the date mentioned, he was going to his home in Divernon, Ill., from the business district of that town. When he arrived at the Kenney street crossing of the Illinois Central tracks, he found the crossing blocked by a freight train. Being unwilling to wait for the train to clear the crossing, he started to climb between two cars. His foot was caught between the couplers when the train moved.

After more than three years, the suit against the railroad administration came up for trial at East St. Louis on May 16. After the testimony had been presented, the court thought that the railroad was not guilty of negligence and therefore directed a verdict in its favor.—S. M. C.

How the Track Scales Saved Money

Frequently the man on the ground can, by using his head and taking advantage of minor situations which arise, save the railway company considerable money, thereby assisting in making the two blades grow where only one grew before. This is aptly illustrated by a little incident at Cherokee, Iowa, not long ago, and Foreman Ross Johnson (who, by the way, is always on the job) was the man in the case who used his head.

A steer was killed on his section, and Foreman Johnson had a "hunch" that trouble

might be experienced in adjusting the case. The carcass was about a mile from a track scales; so it was loaded on a push car, brought in and weighed. The scales showed it to be a 600-pound animal.

In due time a claim was presented, not for a 600-pound steer, but for one weighing "about" 900 pounds. The owner was insistent on his 900 pounds of flesh and produced the usual number of good neighbors who knew the animals in the herd averaged that. When he was finally confronted with the track scale weights, he admitted that perhaps this was one of the smaller members of the herd, and settlement was made accordingly.

A track scale may not always be readily available in such cases, but there are innumerable circumstances which may be taken advantage of by the man on the ground, with a resulting benefit to the company.—W. J. H.

Why—Oh Why—Is It Thus?

Persons in ordinary conversation speaking of a railroad or a train usually say "your darned old railroad" or "your blankety-blank old train." When speaking of the ocean or a steamship, they always say "the magnificent old ocean" and "the good ship Rock and Rye" —or whatever it may be. When persons on board ship dispute the orders and directions of the captain, he places them in irons in the hold and turns them over to the proper authorities when he reaches port, but persons on a railway train may refuse even a request of the conductor, call him all sorts of names (to which he must not retaliate), and then sue him when he delivers them to their destination.—C. D. C.

Better Be Safe Than Under Sod

Under the heading, "Engineer's Alertness Prevents Accident to Careless Motorist," the Jackson (Tenn.) *Sun* of May 31 presents the following evidence of Illinois Central carefulness and at the same time an indictment of careless automobile driving, which this season, as usual, is reaping its harvest of death and injuries:

"Careless autoists who love to spit out chatter about the carelessness of railroad men would have learned a mighty good lesson a few nights ago, had they been in the vicinity of Royal street where the Illinois Central tracks cross near the Union station. It would have caused them to have a higher respect for the alertness of engineers in general, and would also have taught them to be more careful in shooting across dangerous crossings before oncoming trains.

"No. 10, the fast Seminole Limited, was approaching the station in charge of Engineer 'Dixie' Fenner. Behind the giant locomotive there were twelve steel cars. The lightest one would balance railroad scales around the 75-ton mark, and with their loads of human freight they would weigh even more.

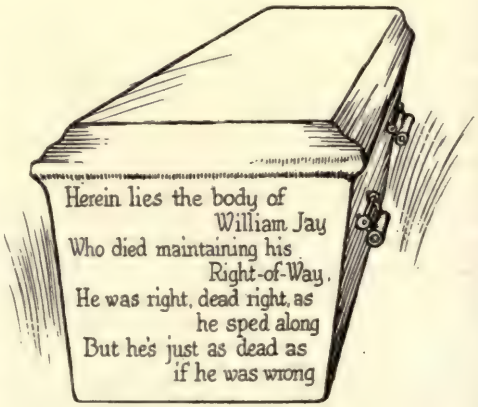
"Behind the long string of Pullmans another engine was 'shoving' in order to get the heavy train over the steep grade that leads into Jackson from the north.

"When the train was less than 100 yards south of the crossing a careless motorist started across in spite of warnings. He 'stepped on the gas,' but he crowded the motor so hard it stopped. His car was directly in the path of the oncoming passenger train, but Engineer Fenner was alert. He shoved on his brakes without unnecessarily shaking up the passengers, but at the same time the application was strong enough to stop the train before the car was reached. Only a few feet—a matter of a second or less—was between the motorist and certain injury—probably death—when the train was brought to a halt.

"Engineer Fenner and his fireman helped the careless motorist shove his car off the tracks and then climbed back on their locomotive and resumed their journey.

"There is a mighty good moral in this story —both for autoists and railroad men. But more so for careless motorists."

S. M. Copp and C. D. Carey herewith present No. 3 in their series of epitaphs:



NEWS of the DIVISIONS

AROUND CHICAGO

Baggage and Mail Traffic Department

Saturday, July 23, the girls of the baggage and mail traffic department had a surprise shower for Mrs. Lawrence Clark, formerly Ella Berkley, who recently announced her marriage, which took place May 27.

Misses Rose Litka and Leona Scharlau are touring the East on their vacation.

Misses Leta Visel and Elsie Carlson have just returned from a two weeks' trip through Colorado and Utah.

Fred Laenhardt, chief mail clerk, Central Station mail room, who has been on leave of absence on account of ill health, reports he is feeling fine.

Valuation Department

In order better to enjoy his annual vacation, which came in July, George Greenfield of the bridge and building valuation engineer's office entered into matrimony on June 29, and took his bride with him for a delightful visit to Montreal and Quebec, Canada. Mrs. Greenfield was formerly a Miss Holbrook of St. Johns, Mich.

Chicago Passenger Terminal

Mrs. Mollie Stang, ticket agent, who has been sick at St. Bernard's Hospital, is improving.

On June 26 the Trainmen played the N. Y. C. Trainmen at Washington Park—score 6 to 0 in favor of our boys. D. L. Hall was pitcher and E. Roth catcher. Fielder Milligan made a running catch when the N. Y. C. boys had three men on bases, which made the third out. Pressler, Boeschel and Wheeler figured in double plays.

Mrs. Minnie Galena, ticket agent, reports the arrival of a little girl, born June 18. Both are doing nicely.

On July 10 the Trainmen played the Lake Shore team at Washington Park—score 14 to 13, in favor of Illinois Central Trainmen.

Alfred Graff, Bud Kerr and John Hoffman, suburban trainmen, are the proud fathers of baby girls, born recently.

Conductors Harry Darling and Herman Butcher are spending their vacations fishing in Northern Wisconsin.

Sympathy is extended to Flagman Edward Perlin, who recently lost his sister.

H. E. Bragg, night chief clerk at Randolph street, and family are spending their vacation visiting his parents in Indiana.

Engineer J. Vrooman has been commended for prompt action in bringing his train to a stop before striking an automobile, stalled on the track at Harvey, Ill., on July 6.

Dining Car Department

The vacation period is still on, and consequently there is more work to be done than usual.

Albert Nankwell, our timekeeper, has been to the Dells of Wisconsin for one week, and has gone to Gilman, Ill., for his second week.

Miss Edna Roswall has returned from Memphis, Tenn., after a pleasant week among friends.

Business is very good with this department. It is surprising to see the large quantities of food supplies that pass through our commissary every day. The best of everything is bought, and if the best is not delivered, it is promptly returned.

"I never knew how important the dining car department was to a railroad until I took a trip from Chicago to Montreal, Canada, on another railroad, about a month ago," writes a correspondent. "A short time after leaving this city I became weary and tired, owing to the intense heat and other causes. In the morning I took my breakfast in the diner, and I was somewhat surprised to find an old Illinois Central steward, Dave Farwell, in charge of the car. The food was so nicely cooked and so well served that it put me in the best of humor. It was such a good meal that it would make a sick man well. At any event, it caused me to forget my troubles. I had a pleasant time and felt fine all the rest of my journey.

"All people are the same when it comes to wanting a good meal. They are tired and weary when they travel, and when they are served with a good meal it gives them strength and good cheer to make the rest of their journey in comfort.

"That is why the Illinois Central dining car department employs only experienced help, and that is why we have three inspectors continually ride our trains in order to see that the patrons of the Illinois Central are properly taken care of.

"A person has to eat to live, and if the patrons don't eat right, there is going to be trouble. That is why we have to be so careful in buying and in cooking and preparing the food. It is also very important that the meals be served properly.

"We have a set of rules which all must follow, and our inspectors are continually on the lookout for any violations of our rules. Any employe who does not live up to our strict set of rules is taken out of the service. This, how-

ever, seldom happens, as the majority of our help are old timers who have spent the greater part of their lives in the service.

"A good cup of tea is a simple thing to make. All you have to do is to take an earthern tea-pot, put your tea in it, and then pour boiling hot water on the tea. Let the tea steep a few minutes, and then you have a good cup of tea. However, if this good cup of tea is served in a tea-cup that has not been washed properly it will give the tea a dish-water taste, and is liable to spoil a good meal. To avoid this, the dishes must be scalded with boiling hot water. To keep the dishes absolutely clean is a very important matter on a diner or in a restaurant."

ILLINOIS DIVISION

Superintendent's Office

Accountant Vern Johnston, Trainmaster's Clerk Nick Richmond and Report Clerk Gilbert Webster attended the convention of the Rainbow Division at Cleveland, Ohio.

The best passenger train performance record the Illinois division has yet attained was made when we closed June with a percentage of 99.3 in the maintenance of passenger train schedules, ranking in fifth place among road divisions, the System average being 99.1.

Miss Lona Lawson, tonnage clerk, returned July 11 from a two weeks' vacation spent in Detroit, Washington, New York City and other Eastern points. Miss Lawson was accompanied by Miss Margaret Hipelius, a former employe of the Illinois Central, now employed by the Michigan Central.

Assistant Tonnage Clerk Sydney Watson is off duty again on account of illness. Mr. Watson has been removed to his home in La Salle, Ill., to recuperate.

The division signal meeting for June was held at Effingham on June 19; that for July, at Paxton, on July 17. Forty attended in June and twenty-nine in July. The August meeting will be held at Kankakee on August 14.

Superintendent J. W. Hevron, Assistant Chief Dispatcher C. C. Chapman, and Chief Dispatcher P. Mallon of the Springfield division, and their families, are enjoying a two weeks' vacation at Found Lake Resort, Sayner, Wis.

The Fuel Cars, in charge of O. L. Lindrew and J. W. Dodge, were in Kankakee July 19, and Champaign July 20, 21 and 22, meetings being held at 2:30 and 7:30 p. m. being well attended.

Champaign Freight

Miss Mayme Woy, abstract clerk, has returned from a two weeks' vacation trip spent at Kent, Ohio, Washington, D. C., and other eastern points.

F. A. Baker, bill clerk, left Friday, July 15, for Denver and Colorado Springs.

Kankakee Freight

Baggageman A. C. Show was on committee work in Chicago June 12, 13 and 14. Brakeman Blake relieved him.

Lehigh and Southern tracks should be completed August 1 between Lehigh and Irwin, Ill.

Effingham Freight

Miss Amelia Feldhake, clerk in the freight office, has returned from a ten days' camping trip at Woodbury, Ill.

Chris Alt, for many years proprietor of the Illinois Central lunch room at Effingham, passed away July 12, after a two months' illness. He was well known to many of the Illinois Central employes, and his presence at the lunch room will be greatly missed.

Kankakee Yard and Roundhouse

Engineer T. J. Tyrrell has reported to work after being off for two weeks on account of sickness.

Frank L. Coyer, clerk, was called to Burnside on account of the new time book's being put into effect.

Clifford Rutherford, car repairer, has reported to work after being off on account of sickness.

Switchman W. F. Hardgrove is off on account of injuries to his chest, received July 6 while attempting to get on an engine at the viaduct.

Champaign Yard and Roundhouse

Charles Thompson, acetylene welder and star third baseman on the Illinois Central baseball club, was very painfully injured Sunday, July 17, when he fractured a bone in his right ankle while playing against the Chicago Terminal Trainmen's team.

Silvyo Massell, machinist, while operating a valve-boring machine, lost the last three fingers on his right hand when he got them caught in the gears of the machine.

Margaret Cain, stenographer in General Foreman Donley's office, spent the week from July 17 to 23 at Quiver Beach, near Havana, Ill., with a party of friends camping.

M. E. Marmion, roundhouse clerk, left August 1 for Breckenridge, Mich., to spend a ten-day vacation.

Karl Cagann, night roundhouse foreman, returned to work on July 18 after spending ten days in Denver, Colorado Springs, Ogden, Utah, and other points in the West.

WISCONSIN DIVISION

Bloomington, Ill.

C. E. Slonaker, agent, attended a meeting of the Freight Agents' Association in Chicago, June 21, 22 and 23.

The concrete work on the Washington street subway has been completed. Everything now is in line for the paving work, and no doubt this will be rushed rapidly to completion and our East Side residents will realize their wishes. All say that the work is really a greater undertaking than any expected it would be.

Frank B. Major, yard clerk, suffered fatal injury in an accident in the yards here, involving the overturning of a car of cinders. Frank was riding the lead footboard of Switch Engine 586, which was pushing car I. C. X6314 and two empties into the Parker track, when I. C. X6314 overturned for some reason, pinning him between the draw-bar and deadwood on car X6314 and the pilot beam of Engine 586, causing almost instant death. Arrangements were made for thirty employes from here to attend his funeral at Warrensburg, Ill., Sunday, June 26.

SPRINGFIELD DIVISION

Earl R. Rice, of South Clinton, employed by the Illinois Central Railroad Company as a section foreman, died on June 30, following an operation for appendicitis. Mr. Rice was 33 years of age at the time of his death. He had resided in Clinton practically all his life, for

some time being employed under his father, who preceded him as foreman of a section on the Champaign-Havana district of the Springfield division. He is survived by his wife, seven children, his father and three sisters.

Through the efforts of Master Mechanic Needham and the co-operation of the employes of the mechanical department and engine men, a fund of $243 has been raised for the benefit of the widow and family of the late Earl Rice, section foreman, according to the Clinton (Ill.) Journal, of July 12. While Mr. Rice was not in the same department as the foregoing men, this illustrates the spirit of loyalty which is always shown by the employes of the Illinois Central to their fellow workmen, the Journal comments.

ST. LOUIS DIVISION

The Illinois Central Division Office baseball team has been playing some good games and is anxious to schedule games with other teams.

Walter Trammel, check clerk in the freight office at Carbondale, has been in Holden Hospital at Carbondale for a number of days, but is now out and is improving rapidly.

Miss Julia Stearns, accountant, is away on a leave of absence on account of the serious illness of her mother.

Charles Clayton, formerly employed in the superintendent's office, but now employed by an oil concern in Tampico, Mexico, has been visiting relatives and friends at Pinckneyville and Carbondale.

Trainmaster W. R. Givens was in the hospital at Chicago for several days recently.

Miss Lillian Milligan, from the superintendent's office, and Miss Nellie Cresse, from the freight office, spent several days visiting friends and seeing the sights in Denver and other western cities.

There is a lot of building, including hard roads, now going on in Southern Illinois. The hauling of materials makes business good for the railroads. There are lots of tomatoes, melons, and cucumbers now being shipped from the St. Louis division to the South Water Street Market, Chicago.

C. A. Batson, clerk in Roadmaster Kern's office, has a fine baby boy at his house.

The St. Louis division is still actively engaged in the solicitation of business, and we firmly believe that we live in one of the most thriving spots in the country.

Brakeman M. Conder of Tamaroa, Ill., has

Driving Piles on St. Louis Division

Pile driving gang, with Pile Driver X-2, in charge of Foreman George Smith, on the St. Louis division. There were 180 piles driven in Big Muddy Bridge in seven days; 42 piles driven at Big Bay in 1½ days, and 72 piles driven at Gale in 3 days—or a total of 310 piles driven in 11½ days, an average of approximately 26 piles a day.

been commended for observing and reporting, while off duty, a bent axle on a train of eighty-four refrigerator cars passing through Tamaroa on June 19.

Trainmaster's Office, Centralia, Ill.

Yardmaster J. D. Phipps at the passenger station is back on the job after a vacation.

Train Lister W. H. Webster and family recently spent a week's vacation at Riverview clubhouse.

Miss Lena Watts, 722 clerk, and Shum Conner of the mechanical department were married at Chicago on June 29.

Trainmaster F. T. Gibbs and Supervisor of Scales Walter Schlinkert have returned from a ten-day trip inspecting scales at some of the large terminals on Eastern lines.

Miss Ethel Buckner, record clerk, recently entertained the girls from the office with a variety shower in honor of Mrs. Lena Conner, until recently Miss Lena Watts. Mrs. Conner received many useful and pretty gifts, for which she expressed her appreciation.

Train Lister Walter Klosterman took a short leave of absence a few weeks ago and came back to town with a wife, formerly Miss Edna Kraemer.

Brakeman E. D. Horner, who underwent an operation at the Illinois Central Hospital in Chicago a short time ago, is doing very nicely, and expects to be home soon.

W. H. Kiser, who was injured on a motor car some time ago, is able to get around a little and expects to be out of the hospital in a few weeks.

KENTUCKY DIVISION

Chris Klinger, commercial agent for the Illinois Central at Louisville, died in that city on July 4, according to a note in the Memphis (Tenn.) Commercial Appeal. Mr. Klinger was well known to almost all railroad men and a number of shippers in Memphis. He had been connected with the Illinois Central a number of years.

TENNESSEE DIVISION

Jackson, Tenn.

C. B. Thompson, formerly roundhouse foreman at Jackson Shops, has been transferred to Birmingham, being succeeded by W. Wilcox.

J. H. Turner, car carpenter, is able to be out of the hospital after a serious operation.

Car Foreman Rowley and family have returned from a two weeks' vacation, which they report was pleasantly spent in "Ole Alabam."

Mr. and Mrs. P. L. Witty have returned from a trip to Buffalo, New York City and Niagara Falls.

Mr. and Mrs. L. E. Craig are spending their vacation in Chicago.

F. E. Young, demurrage clerk, is able to be back to work after an operation for appendicitis.

Local Surgeon Jere L. Crook left recently with his family for a visit to his oldest son, Senter, who has been in Denver for some time on account of ill health.

All express themselves as having thoroughly enjoyed the pamphlet, "What Every Employe Ought to Know About the Illinois Central System," having gained much knowledge through this condensation of history and statistics, and being justly proud of "OUR" System.

"Agent Bond Wilkinson, past exalted ruler of the Jackson lodge of Elks, had hardly alighted in Los Angeles, Cal., to attend the annual B. P. O. E. convention, when he was picked and plucked," says the Jackson Sun.

"A postcard from Mr. Wilkinson, showing the picture of many bathers on the Los Angeles beach, was received just prior to the message that he had lost his wallet.

"Following item from the Los Angeles Times: 'Loss of a wallet containing railway passes, B. P. O. E. membership card, Grand Lodge credentials and a small amount of money has been reported by F. B. Wilkinson, delegate to the Grand Lodge reunion from Jackson, Tenn. The wallet was lost shortly after the arrival of Mr. Wilkinson, whose address is room 774, Alexandria. Suitable reward is offered.'"

Dyersburg, Tenn.

Miss Jemmie Pritchard, demurrage clerk, is back on the job after a pleasant vacation trip spent in California.

The entire office force was much pleased to learn of the recent promotion of both A. N. Robinson and T. D. Clark, and wishes them both success in their new undertakings.

Birmingham, Ala.

On June 11 Miss Grace Alexander, abstract clerk, was married to Hugh Alford at the First Baptist Church, Miss Klee Sullivan acting as maid of honor and Reilly Hatton as best man. The guests of the evening num-

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WATERLOO, IOWA

bered around two hundred. The bride and groom left immediately for a reception given by Mrs. Alford, mother of the groom, after which they departed for Hot Springs, Ark.

Miss Alberta Hall, our O. S. & D clerk, had her appendix removed at St. Vincent Hospital on July 7.

J. W. Nall, inbound revising clerk, who has been in the service some forty years, has been ill at his home for the last two months.

H. C. Hoot, first trick operator, has been at home ill for the last month or two, but the last word received was that he was doing fine.

Haleyville, Ala.

C. C. Burdette, former agent, is spending an indefinite vacation in Asheville, N. C., with his family, being succeeded by C. D. Mitchell.

R. H. Briggs, conductor, is spending the summer months with his family in Jackson, Tenn.

C. W. Hall, who has been on special duty at Birmingham, is expected to return to his former position as conductor in the near future.

Fulton, Ky.

Mrs. L. Castleberry reports a delightful vacation in Gulfport, Miss.

Paul P. Pickering, chief clerk to the roadmaster, together with Mrs. Pickering and their son, Paul, Jr., is spending his vacation at Eureka Springs, Ark.

R. D. Benedict Herbert Rankin, D. C. Ligon and Miss Estelle Slaughters have just had their annual vacations.

P. M. Newhouse, timekeeper, left Sunday, July 24, to spend his vacation camping at Fish Lake.

Miss Lois Covington has returned from a visit to Chicago, Washington and Ossco, Wis.

T. H. Chapman, former income tax collector this district, is now employed as trainmen's timekeeper.

Mrs. Bunk Hale has gone to Hardy, Ark., to spend her vacation.

Trainmaster J. J. Hill and family are spending their vacation in California and Oklahoma.

MEMPHIS DIVISION

Joe Gulo, car distributor, has definitely committed himself to matrimony.

E. L. Galloway, accountant in the superintendent's office, is a proud father for the second time.

Supervisor D. L. Meeks and Mrs. Meeks have returned from Hot Springs, Ark., somewhat benefited in health.

The work of improving section houses and section lots is progressing rapidly under the supervision of Division Gardener H. W. Dorsey.

Miss Clara Milligen, supervisors' clerk at Tutwiler, Miss., will leave shortly for a vacation in the East.

Supervisor W. H. Wood has made a remarkable record in keeping down personal injuries among his men. For the past six months of this year, he did not have a single injury to report, and he hopes to repeat for the last half of the year.

Section Foreman Boatwright of Clarksdale, Miss., has been off for a week. He and Mrs. Boatwright motored to Tupelo during his leave.

George Digel has succeeded Clyde Ferguson as roadmaster's clerk. Mr. Ferguson succeeded H. H. Kiernan as assistant chief clerk to the superintendent. Mr. Kiernan resigned to accept a position with the Peoria and Pekin Union Railway at Peoria, Illinois.

D. T. Overby, rodman accountant, was promoted to instrumentman accountant at Louisville, Ky., effective July 15.

Resident Engineer E. O. Hebert has about completed his final report on the slide work at Greenwood, Miss.

The Memphis division has the best set of dispatchers to be found on any man's railroad, and to prove our contention we can cite you some record runs made on Tallahatchie district. Engineer Forest King took a train of 100 empty refrigerators from Memphis to Gwin, 147 miles, in 8 hours, 15 minutes. If anybody can beat this, we would like to hear from them.

Our old friends and neighbors at Crystal Springs, Miss., are doing business this year. Two solid trains of sixty-two and sixty-four cars of tomatoes were shipped one week recently. This means $60,000 to $64,000 for each train.

Our passenger, manifest, banana and vegetable trains are all on the advertised so far this month.

Old H. C. L. has evidently not hit the planters in Mississippi, as the local business is heavy, and in addition to feed stuff and groceries a great deal of gravel is being handled for the public highways. The Tunica oil mill is working overtime and the crops never looked better.

Supervisor J. Crahen has been complimented

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on the condition of track on his district, Memphis to Lula.

Conductor E. B. Huffman, who has been away on a 30-day vacation pleasantly spent in the East, is back with us, looking much improved by his trip. A. Graves was a member of the party that Mr. Huffman accompanied.

Conductor W. A. Wyley, who was injured at Trotters Point last year, is back on his run.

No exceptions, no derailments, no accidents, no personal injuries, no stock struck—that is what we are expecting to do this month. One of our men made this record in thirty days' service in May. It can be done.

B. F. Edwards, a former Y. & M. V. conductor, now employed as yardmaster for the Union Belt Railroad, was elected, and attended, as delegate from the Memphis Lodge, a meeting of the International Yardmasters' Association at Indianapolis this month.

The sympathy of all who know him goes out to our good friend, R. R. Nethercott, general yardmaster at Memphis, who was injured at Nonconnah yard June 17th.

MEMPHIS TERMINAL DIVISION

Conductor J. S. Wesson has been commended for taking up a pass issued to a negro former employe and being misused by another negro. His action resulted in bringing to the company $42.30 for passage from Memphis to Chicago and return. This is the third case reported in which Conductor Wesson has taken up such passes. In one case he caught a brakeman's pass in the hands of a negro wearing glasses and appearing to have defective eyes.

LOUISIANA DIVISION

Superintendent T. J. Quigley and family returned on July 17, after spending several weeks with relatives in Kentucky.

Private Secretary Dodds, Ticket Agent Bentley and Stockkeeper Fox are vacationing in California.

We have had a recent addition to our office in the way of 101 force composed of Robert Vest, Reginald Middleton, Thomas Evans, George Little, Forrest Kermeen and C. M. Streibich. Mr. Vest is in charge of the work.

Miss Della Mae Dougall, statistician, and Miss Vivian Johnson, income tax clerk, are enjoying the air at Signal Mountain, Tenn. Mrs. Fitzhugh Lee has just returned from that resort.

The result of the "No Exception" campaign showed how hard the employes of the Louisiana division worked during June. And we haven't stopped yet; we are fighting as much as we did in June.

Miss Frances Otken, stenographer, has been granted a 60-day leave of absence on account of ill health and is spending that time at Asheville, N. C.

Mechanical Department

All on the Illinois Central must be wondering why they have not heard from the mechanical department, McComb shops, for some months past, but our silence was caused by the sudden onrush of work in the shops in the handling of engines to be delivered to the National Railways of Mexico. We have all worked, and as we view our completed task, we are proud of the record that we have made.

General Foreman R. R. Royal at this point was appointed general mechanical inspector for all engines delivered. Roundhouse Foreman Martin acted as general foreman in Mr. Royal's absence.

Engine 50, which was turned out of McComb

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shop, was found to be 100 per cent on inspection.

C. V. Miller and W. L. Catchings, foremen in this department, are taking a much-needed vacation.

W. J. Shea, blacksmith foreman, was a recent visitor to Houston, Texas, where he visited other shops with a view to securing any items of interest that would give greater efficiency at McComb.

The boys have organized a ball team and have made a fine record this season, playing five games, losing only one. They would like to make arrangements to play any team on the system. The team is composed of Vannie May, moulder, catcher; Bill Cullom, welder, second base; Goofie Wilkes, machinist, shortstop; Geo. Galloway, messenger, third base; John Lyons, machinist, pitcher; John Haffey, apprentice, fielder; B. Westbrook, apprentice, fielder; Ernest Smith, stockkeeper, fielder.

R. A. Mason's gang has been working at McComb for the past several weeks on the new cupola for the foundry.

The filing position in the master mechanic's office is keeping its reputation, as our file clerk, Miss Reba Womack, is following in the steps of all her predecessors. She is leaving us on the 15th to take the long journey on the sea of matrimony with Night Gang Foreman W. D. Lyons.

We are glad to have the following of our old 109 force back with us again: Julian Leggett, Earl Winborn, Jack Causey, William Marks, Joe Blair, Miss Anna Belle Craft, and S. M. Schrader in charge.

Freight service on the Memphis division between Memphis and Gwin is pooled, train and engine crews being run, first in and first out. July 1 to 15 an exceptionally good record was made in this service. Engineman P. Brady ran 1,590 train miles without overtime. Engineman Fred Wright ran 888 miles without overtime. Engineman M. G. Dodds ran 448 miles without overtime. Engineman A. H. Addision ran 1,344 miles, making only 7 miles overtime, which was .5 of 1 percent of his train mileage. Of the conductors in the same service, E. Y. Stone ran 1,328 miles, making 13 miles overtime; F. H. Nelson, 942 miles, making 9 miles overtime; J. B. Gordon, 883 miles, making 8 miles overtime.

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Our Monthly Roll of Honor

Below is a list of employes who were retired at a meeting of the Board of Pensions held on July 29:

Name	Occupation	Years of Service.	Date of Retirement.
Tower A. Thomasson	Switchman, Mounds, Ill.	30	1/31/21
James M. Dale	Carpenter, Clinton, Ill.	20	1/31/21
Mack Hooper (Col.)	Section Laborer, Metropolis, Ill.	19	2/28/21
Patrick Bradley	Crossing Flagman, Linton, Ind.	25	3/31/21
Fred Altenbern	Switchman, Freeport, Ill.	47	3/31/21
Patrick J. Ryan	Switchman, Rockford, Ill.	25	3/31/21
William H. Osborn (Col.)	Section Laborer, Fulton, Ky.	17	3/31/21
Phillip Drennon	Engineman, Kentucky Division	34	4/30/21
Fred Kern	Engine Inspector, Burnside Shops	26	4/30/21
Joseph A. Sherk	Train Baggageman, Minnesota Division	33	4/30/21
Andre W. Abernathy	Assistant Yardmaster, New Orleans, La.	26	5/31/21
Anna C. Mead (Miss)	Ticket Clerk and Operator, Dixon Ill.	37	5/31/21
William Rice	Flagman, Minnesota Division	19	5/31/21
Charles Radtke	Carpenter Helper, Burnside Shops	28	6/30/21
Charles L. Stoffregen	Crossing Flagman, East Dubuque, Ill.	18	6/30/21
Henry N. Brown (Col.)	Laborer, New Orleans, La.	29	7/31/21
Alex Brown (Col.)	Laborer, Jackson, Tenn.	16	7/31/21
Nathan Boulden	Waterworks Repairman, East St. Louis.	17	7/31/21

The following deaths of pensioners were reported at the same meeting:

Name	Occupation	Date of Death.	Term as Pensioner
Preston Smith (Col.)	Section Laborer, Tennessee Division	6/26/21	0 years
James O'Brien	Gang Foreman, Chicago Terminal	7/ 2/21	8 years
Patrick McCann	Crossing Flagman, Minnesota Division	7/19/21	1 year
Orville Ross	Operator, St. Louis Division	7/24/21	5 years

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L. W. Baldwin and Others

Reminiscences of Five Veterans

Routing Orders Bring Business
L. E. Mc Cabe

How Are the Crops? A Survey

Is Consolidation Practicable?
Judge Robert S. Lovett

But Most Men Are Honest!
Samuel M. Felton

Watering the Illinois Central
C. R. Knowles

A Perfect "No Exception" Record
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R. O. Wells

In his capacity as local freight agent of the Illinois Central at Chicago, R. O. Wells is said to have charge of the biggest single freight agency in the world. Mr. Wells was born in Macon, Ill., November 19, 1867, and was educated in the public schools of Creston, Iowa, where he was graduated from high school in 1885. His record since then has been as follows: 1886-1887, yard clerk for C. B. & Q. Railroad, Creston, Iowa; 1887-1888, clerk in local freight office of C. B. & Q., Council Bluffs, Iowa, and East St. Louis, Ill.; 1888-1891, clerk in local freight office of Ohio & Mississippi Railroad; 1891-1894, chief clerk in local freight office of Illinois Central Railroad, East St. Louis; 1894-1897, chief clerk in freight claim department, Illinois Central, St. Louis; 1897-1901, chief clerk in local freight office, Illinois Central, East St. Louis; 1901 to October 26, 1916, local freight agent, Illinois Central, East St. Louis; October 26, 1916, to date, local freight agent, Illinois Central, Chicago.

Illinois Central Magazine

VOLUME 10 SEPTEMBER, 1921 NUMBER 3

Management Pleased With Effort to Make September Remembered

Vice-President L. W. Baldwin, in Interview, Calls Attention to "Fuel Economy" Month, Now in Progress

VICE-PRESIDENT L. W. BALDWIN is highly pleased with the initiative and interest displayed by the officers and employes of the Illinois Central System in preparing for the "Fuel Economy" month campaign, beginning September 1, as this issue of the *Illinois Central Magazine* goes to press. As for the outcome of the special coal conservation drive, Mr. Baldwin hasn't a doubt in the world. He declares it is going to be a huge success from the word "Go!"

It was Mr. Baldwin who made the plans for "Fuel Economy" month, but he likes to pass the credit on to the officers and employes of the system. He declares that when the records of "Fuel Economy" month are written, the credit for the success he knows it is going to be will go to the officers and men who, in more senses than one, are on "the firing line." As for his part in the generalship, he says:

"How could anyone help putting forth his best efforts as a general when he has the men to work with that we who are the officers and employes of the Illinois Central System have?"

Talks on Work of All Employes

And that is the tone that runs through all his comment on the coal-saving campaign. When the *Illinois Central Magazine* asked his permission for a coal conservation interview he refused to talk about his own part in the big drive, but dwelt enthusiastically on the part which the officers and employes of the system as a whole are taking.

"It has been wonderfully gratifying to note the interest displayed by officers and employes preparing for the campaign," he said.

"I have had occasion to read the letters and circulars issued by the general fuel conservation committee, the division fuel conservation committees and the officers, and I was greatly pleased with many letters written by engineers and firemen.

"I was particularly interested in a report made by Engineer S. Baker and Fireman N. A. Marshall on the Champaign district, who made a trip August 18, handling 3,999 tons and consuming only 43 pounds of coal to the 1,000 gross ton miles. These men counted scoops between stations and made a record of them. From the yard office at Mattoon to Champaign their report shows that they used 528 scoops of coal. This was great work, and it shows that the men are interested.

Report Work Necessary on Engines

"Down on the Louisiana division I noticed a bulletin to engineers attaching a form to be filled in and sent to the superintendent, showing work needed to be done on engines to conserve fuel. This is a fine idea.

"On the Y. & M. V. a placard is entitled 'The Alphabet of Fuel Economy.' It has a good fuel-saving point for each letter in the alphabet. For instance, for 'S' it shows: 'S stands for steam and also for smoke; the more of the latter, the nearer we are broke.' The other placards also are good. One of them calls the attention of extra gang, bridge and section foremen to the fact that every time a train is slowed down or stopped unnecessarily 750 to 1,500 pounds of coal are wasted. Then, too, one addressed to car inspectors, oilers and repairers shows how

they can help. This placard points out that the average leakage in brake pipes and hose on freight trains wastes one ton of coal each eight hours the train is in service.

Bulletins on the Western Lines

"On the Western Lines bulletins were issued to locomotive firemen, engineers, boilermakers and machinists, showing what they could do to save coal. Boilermakers were shown how they can help by applying front-end rigging in such a manner as to draft engines properly, by keeping ash-pan in good condition and open, so that the necessary amount of air will reach the firebox unobstructed, by keeping flues open and knowing that flue-borers are properly cleaning them. Machinists were shown how they can save coal by proper setting of valves, by making steam and exhaust pipes tight, by making

Vice-President L. W. Baldwin

tight all steam valves and connections, such as blower valves, injectors, drain cocks to water glasses and blow-off cocks.

"On the Chicago terminal division the firemen have classes of their own for instruction. I am advised that they discuss many questions pertaining to fuel economy, and that recently they invited an officer to make a talk to them on boiler construction.

"In fact, on every division and at every place wonderful suggestions have been made and placed in effect.

"The general fuel conservation committee has issued interesting circulars. All of the formulae put out by the committee, if followed, will produce a fine result.

"The division fuel conservation committees have held meetings to devise and impart to employes having to do with fuel consumption the many ways in which they can economize in using coal.

How Station Forces Can Help

"Station and yard clerical forces can be of material assistance in making this campaign a success by having waybills ready for trains at the time the trains are listed and making an extra effort to supply billing for all cars in the train. The billing may happen not to be in the bill box when the list is checked, but may be available by notifying the billing or revising clerks that the car is in the train, permitting them to make a special effort to prepare it and thus avoid the necessity of having a switch engine stop its work to set the car out, thereby wasting an unnecessary amount of fuel.

"This is the first fuel economy campaign to be attempted on our lines. What has been done to get ready for the campaign and the hearty response made by enginemen and trainmen, shopmen, track, bridge and water service employes—and employes in all other branches—reflect great credit on the ability and loyalty of the entire organization. The campaign is going to result in a great saving in one of the greatest items of our expenses, the coal bill."

Remember September!

BOILER-MAKERS CAN SAVE COAL—

1. By applying front-end rigging in such a manner as to draft engine properly.
2. By having petticoat pipe in line with stack.
3. By keeping flues tight and firebox sheets free from leaks.
4. By adjusting grate rigging so that the grates are level.
5. By keeping ash-pan in good condition and open so that necessary amount of air will reach firebox unobstructed.
6. By keeping flues open and knowing that the flue borer is properly cleaning them.
7. By keeping smoke-box and connections to smoke-box tight.
8. By repairing all steam leaks in connection with boiler and firebox each trip.
9. By keeping brick arch cleaned off and applying new fire-brick where necessary.

What an Item Coal Has Become!

Largely because of the increased cost of coal per ton, the Illinois Central System's coal bill in September, 1920, was 267.4 per cent greater than it was in September, 1916. The number of tons of coal consumed increased only 32.1 per cent in that time, the comparatively small increase in tons consumed being the result of greater efficiency, but the average cost per ton increased 178.3 per cent. Here are the figures:

	Tons Consumed	Average Cost Per Ton	Total Cost
September, 1920	425,626	$3.623	$1,542,046.70
September, 1916	322,217	1.302	419,641.79
Increase	103,409	$2.321	$1,122,404.91

On the "Firing Line" for Our September Campaign to Save Coal

St. Louis Division Fireman Outlines Practical Fuel-Saving Methods for Enginemen and Others

When any discussion of fuel economy gets down to brass tacks, it addresses itself chiefly to enginemen—to the fireman who scoops the coal into destruction and to the engineer who must make the most efficient application of the power that the coal develops. The following article, by a man on the firing line (literally as well as figuratively), contains many valuable suggestions addressed to these enginemen, as well as a few remarks, at the end, for others who can help.

By J. E. BEASLEY,
Fireman, St. Louis Division

FIREMEN—don't wait until the last minute to start building your fire before starting on a trip. You know what the result will be: Your fire will be light and low; when you start your train, the fire will be pulled full of holes, and your steam will drop back twenty-five pounds or more; then you will crowd your fire, and by doing so you will get your fire banked, so that it will take you several miles to right your mistake.

Try to be at the roundhouse on time. Be sure your firebox is in good condition. When ready to leave, examine your grates and see that the front end is tight. Don't think that what little coal you save won't help, for it takes the small quantities of things in life to make the big ones. Ask yourself the question: Couldn't I have saved five scoops of coal today? If each of us would save five scoops of coal a day, that would mean seventy-five pounds for each crew a day. The St. Louis division works something like sixty engines every day. On these alone it would mean 4,500 pounds of coal saved on this division in one day, amounting to sixty-seven tons a month. We can do this well, and maybe better. Let's all try—we can't lose anything by making an honest effort.

How Co-operation Will Help

Engineers—you should not be backward in calling attention to any fireman you might have who is firing your engine too heavily. A fireman with the right spirit will thank you and try to do better. Keep him informed of all unusual stops and delays that you have in mind; it will save that last fire. Don't get offended if a fireman asks you to put a little water in the boiler when standing around. This will save the pop. In case you have too much water in a boiler to prevent the pop from opening, that is so much the better; then you will use the blow-off cock, which is more to give you better circulation and a cleaner boiler. Don't use the cylinder cocks to blow off a boiler. Let's work in harmony and help each other.

After standing a while, don't try to start a heavy train without first knowing that your fireman is ready. You will save time and coal by doing so.

Don't try to take water at every tank station just because it is there—every unnecessary stop makes it harder on your fireman and harder on your train, besides wasting coal. Try to get water where you think the water is best.

Firemen—don't allow your fire to get too low; this is a damage to your firebox and flues. There is more coal wasted in building up a low fire than in adding small quantities to a light fire.

Black Smoke to Be Avoided

Don't forget your smoke-stack. When you are out alone on a trip, get the habit of taking care of your black smoke at all times; then it won't be so hard on you when the boss is around. You might as well shovel that fire out the gangway and on the ground as to force it out of the stack in smoke.

In firing the small-type firebox, try to avoid putting in a fire when the engine is being worked hard. Wait until she is hooked up to a shorter stroke, for opening the fire door when the engine is being worked at full stroke will cause your fire to be pulled full

of holes. Then your clinkers start to grow. If this is not your custom, try it once.

Don't blame your engine or coal every time your engine is not steaming fully. Examine your injector; it may be that your water ram is open too wide; maybe you are firing too heavily, or else you have a hole in your fire. Talk it over—the trouble might be in you.

Proper Handling of Water Important

Your engine will never steam so freely by heavy firing as it will by the lighter method. This same practice with water will have the same result. Don't use the stack for a gauge cock. One or two gauges of water is far better than three. Working the water through the cylinders and out the stack just a little will spoil your coal record for the whole trip. Now, you fellows who are in the habit of carrying high water—try less, and see what the result will be. Watch the steam gauge just as often as you can; take advantage of all your excess steam. If the pop valve is about to open, blow this excess steam back in the tank; it will help to warm the water in the tank. Warm water is said to help a poorly steaming engine; if so, it will surely help a well steaming engine.

When starting your train, don't wait until the engine has made several exhausts before shutting off your injector. Let that be one of the first moves you make, for, with the injector working when starting the train, you cause the cold water to circulate more rapidly, which will result in reduced steam pressure; then you will have to crowd your fire to gain the required amount of steam.

No Use Having the Engine Slip

Don't neglect your sand and let your engine slip—let that be one of your first moves, for you know what will happen to a fire when an engine slips.

Now, after leaving, don't let the pop valve be a reminder to put on the injector. Watch your steam and water. Above all try to avoid having the pop opening while around terminals.

Try the air, for there might be leaks in the train line that would not be heard with the pop valve open. These leaks will cause the brakes to drag, so that the heavy pull will damage your coal record. Then, too, with the pop going the engineer and conductor cannot get a clear understanding as to how the work is going to be done at different places. Knowing just where stops are to be made and what work is to be done will help your coal record.

Now, if you have a bad tank of lumps, don't spite yourself by not breaking the larger ones, for you can't get the best results otherwise. Break what you can; then report the trouble to the master mechanic. Don't just get "sore" on the world and "rare" around in the deck—you can't expect any good from that. Report the trouble. If that doesn't help, take it higher up. The officers want us to save coal; so let's have them help us.

Watching the Bell and the Whistle

Engineers—don't expect a fireman to do a clean job of firing when you have him start the bell every time it is rung. Get the habit of using the bell ringer; the bell is just as important as the whistle, and when one is required make a practice of using both. On fast runs, when you see the fireman is busy

Remember September!

MACHINISTS CAN SAVE COAL—

1. By proper setting of valves.
2. By making steam and exhaust pipes tight.
3. By proper application of cylinder packing so that it will not blow, and properly fitting up the valves so that they will be tight and free from blows.
4. By making tight all steam valves and connections, such as blower valves, injectors, draincocks to water glasses and blow-off cocks.
5. By having safety valves adjusted to shut off properly and whistle valves free from leaks.
6. By close inspection of engine, so that engine failures or extra stops will not be necessary on our road.
7. By seeing that all reciprocating parts are free and that all oilholes are open.
8. By seeing that cylinder cock rigging is so adjusted that it will shut off and that valves are tight.
9. By seeing that throttle valves are ground in and kept tight to avoid waste of steam.

in the deck, sound the crossing whistle far enough back to give him a chance to be on the lookout over all public crossings. If he doesn't respond to the whistle, ask him to take a look; he won't mind that.

Firemen—get the old idea out of your head that you are wise and can't be told anything; two heads are sometimes better than one. Remember, the engineer is responsible for what takes place. Help him. As all can't be perfect, call his attention to anything you think might be wrong.

Don't forget the different grades of coal used. Some coal is harder than others and is bad to fill up and clinker. With this be sure to keep your grates free, for plenty of air through the grates is half the battle. Air is much cheaper than coal; use all you can. Watch the color of your fire and keep it bright.

Anger Doesn't Help Matters

While taking coal at coaling stations, don't overload the tank. You can't burn the coal that rolls off. Take just a full tank and no more. If you run short, the company will furnish a man to cut it ahead when needed. Report all disadvantages at coaling stations to the proper official. He will help you. Don't fuss to yourself about it—it's hard on your nerves. When you are all angry and everything goes wrong, you can't do your work as you would otherwise.

Keep your deck clean. Be neat. Insist that all steam leaks be repaired in winter months. Insist that all steam-heat appliances on the train be kept in first-class condition. Try to keep the coal record for your engine as low as the rest. Then if you are still high, have that engine tested out; there is something wrong. If you can't get a hearing by reporting the work, start something; you might as well fight for what you think is right.

A good engine in first-class condition gives good results for a fuel test. Get a good engine; then make the rest just as good. When an engine is reported "not steaming," bear in mind that two men have done their best for eight hours or more. Read carefully their report; give them credit for just one brain, anyhow. Don't repair that engine with a pencil O K; get busy and help find the trouble.

Trainmen—don't think that because the engineer and fireman are away up there in the cab, fifty or seventy-five cars away, they can't tell when something is wrong. They pull the same tonnage every day. Walk a few car lengths; let that hand brake off or bleed the air off that car. You are paid for an honest day's work. Do your best, just as you would at home for yourself, for you really are working for yourself; you are part of the company; if the company loses, you are bound to lose. If you have a broken train line, don't throw that angle cock away because it is a bad order. Pick it up and send it in with the defective car. If you have a burst air hose, don't throw it away; send it in. Get the habit of trying to save; be careful with all supplies; if the other fellow sees you trying to save, maybe he will follow your example.

If you are not familiar with certain jobs you have to do, maybe your engineer was on that same job yesterday. Get an idea from him, and put the two ideas together. Maybe it will save you time and help the coal record for that engine crew. The success we are to get in this drive for economy depends largely on the spirit that each employe is putting in his work.

When you get figures from the superintendent about the amount of coal used and the cost of it, don't throw the report away without reading it. This information is valuable, as well as expensive. Read it. Then wonder what you can do to help to keep that record down.

Remember September!

STATION FORCES, YARD CLERKS AND OTHERS CAN SAVE COAL—

1. By turning off electric lights when not actually required.
2. By properly billing carload shipments and avoiding unnecessary back-haul of car to destination.
3. By providing billing for all cars listed and lined up in trains or deliveries for connections, thereby avoiding extra switching to throw out "no bills."
4. By listing and carding all cars promptly when billing is furnished to avoid re-handling of cars in switching yards.

Good Engine Performance Means Getting the Most Out of the Coal

R. W. Bell Writes on Proper Handling After Locomotive Has Had the Right Kind of Preparation

By R. W. BELL,
General Superintendent of Motive Power

THE possibility of saving fuel by proper maintenance of locomotives was discussed in a previous article.

We will assume that the roundhouse and shop forces have delivered the locomotive for a trip in first-class condition—the boiler clean and free from scale, the flues and superheat units free from leaks and clear of soot and clinkers, the front end air-tight and netting clear, the firebox and flue sheets and mud-ring free from leaks, the valve and piston rods properly packed, the cylinder and valve packing free from blows, valves properly set, the driving boxes, rods and valve gear free from lost motion, the fire properly started in a reasonable time before call or schedule, and all supplies necessary made ready for the trip.

Responsibility Is on Engine Crew.

The responsibility for the proper performance and condition of the locomotive is then charged directly to the engineer and fireman, under the supervision of the traveling engineer, until such time as the trip is complete and the locomotive is turned in at the terminal.

The engineer and fireman have, above all, the greatest opportunity to promote fuel economy by studying and taking advantage of every condition that presents itself on the trip, inasmuch as 84 per cent of the coal purchased is consumed on locomotives in service. In order to accomplish this saving, they must thoroughly understand each other and work to each other's advantage. In other words, co-operation should be the watchword. Co-operation in railroading means more than merely obeying orders. It means working together in a whole-hearted manner, avoiding the friction of conspiracy, selfishness, indolence and inattention.

Locomotive a 2-Man Machine.

The locomotive is not a 1-man machine. Its operation requires two men, the engineer and the fireman. The fireman is occupied in converting water into steam, while the engineer is manipulating the valves and mechanism to make this steam effective at the drawbar. The extent of such efficiency depends altogether on how well the engine crew does its work.

What We Must Avoid

Whenever possible the engineer should give the fireman advance information of the approximate time of closing the throttle, so that he may regulate his fire accordingly. Similar information should also be common knowledge before starting trains, so that the fire will be in shape to handle the movement properly.

When the railway company hires a man to fire a locomotive, he is carried on the payroll as a fireman, which is merely a matter of

form, as his real status is that of a potential engineer. His successful development depends entirely on how studious he is and how willing he is to respond to the instructions of the engineer he is working with.

Fireman Watches Engineer

When the engineer intelligently supervises the firing of a locomotive and exercises habitual attention in the prevention of the loss of coal by incomplete combustion and falling off end-sills, decks, and top of tender by overloading at coal chutes, you soon have a fireman who is watching and appreciating the care with which a locomotive is operated and the judgment with which the use of an injector is applied and adjusted.

When the engineer is persistently on the alert to avoid black smoke, you will soon find the fireman doing the necessary things to produce smokeless firing, thereby avoiding a possible loss of the volatile matter, which is equal to approximately 35 per cent of the total heat in coal used on our system.

An average composite analysis of all the coal used on the entire system, on a mine run basis, is as follows:

Moisture	11.64 per cent
Volatile matter	36.16 per cent
Fixed carbon	40.31 per cent
Ash	11.89 per cent
	100.00 per cent
Sulphur	3.86 per cent
B. T. U. a pound	12,003

Coal Is Three-Fourths Energy

A study of the table reveals the fact that, if moisture and ash content are eliminated, coal produces 76.47 per cent, or 1,529 pounds, of potential energy a ton, in combustible content—fixed carbon and volatile matter.

During the burning process the fixed carbon remains on the grate in the form of coke until consumed, while the volatile matter evolves rapidly from the firebed in the form of heat-laden gases and should be consumed before coming in contact with the heating surface of the boiler, or a cloud of black smoke from the stack, such as will be seen in the accompanying picture, will be the result.

This condition can easily be avoided by maintaining a level fire and by adding to it only the quantity of coal from which the gases will be readily consumed in the combustion space of the furnace provided for that purpose, before putting in the next fire.

By using this method of light firing the fireman may be able to save a ton or more of coal on the trip and incidentally conserve his own physical energy by lessening the number of scoops he puts through the fire-door.

Must Manage Mechanical Stoker

The mechanical stoker, which is applied to our 2-10-2, or Central type, engines, offers a possibility for fuel saving, inasmuch as the physical labor is eliminated. This gives the fireman ample time to study his fire and the operation of this wonderful labor-saving machine. This machine, however, will give us only the results which are made possible by its proper operation on the part of the engine crew; so it is evident that their closest attention is necessary to make it perform in accordance with its rating.

As a rule, our engineers and firemen are strong advocates of fuel economy and the methods to bring it about, and the management thoroughly appreciates their constant efforts for better results.

In conclusion, the writer earnestly invites all employes to join work in behalf of the management's program for saving coal. Every dollar saved in the purchase of coal is a clear saving, and this money which is saved can be applied to maintaining the property in better condition.

Where We Stand

Nobody loves a corporation.
Sometimes, to serve their own ends, politicians and newspapers encourage this feeling.
All that we, the employes of a corporation, can do is to show the public we are trying to do right.
We must not resent criticism.
If it seems unjust, we must point out the injustice—patiently and in good temper.
If it is deserved, we must readily, cheerfully admit it—and do better.
We give up many things when working for a public utility.
One of the biggest is the luxury of personal resentment: the privilege of bearing a grudge.

—Bulletin of the Georgia Railway and Power Company, Atlanta, Ga.

A Woman's View on the Coal-Saving Drive Is Appeal to Patriotism

Miss Mildred Abbott Points Out Duty of Conservation Owed Our Company and Our Country

By MISS MILDRED ABBOTT,
General Foreman's Office, McComb, Miss.

DURING September, the great drive for saving fuel is being staged. What subject that can be mentioned can be of greater interest to each and every one of our employes than that of saving coal?

Each one of you who read these lines, pause for just one moment, and consider what you are doing to help in this great campaign. It is the co-operation of "you and me" that will bring about the desired results.

When the call for volunteers was sent forth in 1917-18, how many of our brave boys answered and how many were ready to give the last drop of their life-blood for the cause? How many of them, the "flower of the nation," lie in Flanders fields? The thought of those who died so willingly, for such a noble cause, should stir the soul of man to its utmost depths. Can't we show that we appreciate their efforts in our behalf by conserving the resources which they died to save?

The railroads were among the greatest factors in the great war. The throbbing, pulsating locomotives carried across the country not only millions of soldiers but food, supplies, ammunition, etc.

Retrenchment Is Necessary

Our railroad, the Illinois Central, one of the greatest in the world, has proclaimed to us all that retrenchment is necessary. We must work longer and harder and give our best for the cause, in order that the company can withstand the great crisis.

Our coal consumption is enormous. Did you ever stop to consider just how many tons of coal this railroad alone burns each year and the cost of it? How many tons do you suppose the company has to pay for that are wasted? We, the employes, are guilty.

How many times do:

Coal crane operators pile the engine tank with coal so that the surplus falls off the tank and is lost?

Inspectors and repairmen allow engines to be dispatched with air leaks in front end, holes in smokestack, etc.?

Fire kindlers fire up an engine ahead of

Remember September!

ENGINEERS CAN SAVE COAL—

1. By working engine in shortest cut-off possible to handle train.
2. By carrying as small an amount of water as consistent with handling train.
3. By advising fireman as to grades and shut-off points.
4. By advising fireman as to stops and when he will take siding meeting or passing train.
5. By instructing fireman if he does not employ best practices.
6. By avoiding waste of steam by safety valves by carefully analyzing blows of cylinder packing and valves and reporting them for repairs.
7. By watching the manner in which engine burns fire, so that the drafting of engine may be regulated to the best advantage.
8. By avoiding unnecessary stops.
9. By watching closely for defects that increase consumption of coal and reporting them.
10. By keeping oil-holes open and oiling all reciprocating parts.
11. By avoiding over-pumping of engine, flooding valve chambers and cylinders and destroying the lubrication.
12. By seeing that fireman does not over-load tenders when taking coal on line of road.
13. By filling boiler with water at completion of trip before turning engine over to hostler.
14. By shutting off electric generator when the sun rises.
15. By close co-operation with all concerned.

listing time, and allow the fire to clinker? How many pounds a day are consumed in this way?

Not only is the waste of fuel made by those handling coal directly but also by those whose position does not bring them into such close contact with the situation.

Clerks, consider:

How many times do you use a large-watt light globe when a small one will do just as well?

How many times do you leave lights burning when not necessary?

Now admit, don't you sometimes leave the electric fan running all through the lunch hour, and very likely a stream of water running from the faucet in the wash basin?

It is not only the "big" things that count but also the little thoughtless acts on the part of every employe of this railroad.

How many dollars will be saved in just one day if every one of us will perform just one act to save fuel?

During September, while this drive is on, it behooves each one of us to do his part to save fuel—not for the railroad, or the government, or any other individual, but for our personal benefit. We should put forth our best efforts to effect a saving such as has never been known before.

The Louisiana division expects to make a reduction in fuel consumption of 20 per cent.

Think of our dead heroes; had they shirked their duty, would the world be safe for democracy today? Will the railroads continue their operations, and present high standard of wages, if we fail in ours?

Saves Coal and Scoop, Too

Herewith we have a photograph of William Stark, fireman on the Champaign district, Illinois division, showing a scoop which he has used since April 28, 1917. After making student trips and being examined on the Book of Rules, he caught a turn out with Engineer Bussman. Mr. Stark, having no scoop, inquired of his engineer where he could obtain one. Mr. Bussman, being an extra engineer, informed him he would give him a scoop, Mr. Bussman having already used it for two months.

In June, 1918, Mr. Stark was taken into military service, but before leaving he locked his scoop in a secure place, where he knew he would be able to obtain it after returning from the army. He was discharged in September, 1919, found the scoop where he had left it, and has used it since that date.

Mr. Stark has been in the service of this company four years and three months, and he has yet to draw his first scoop from the storehouse. He is a willing and ready worker. The fact that he has kept his scoop this length of time shows he has the interest of the company at heart. When called for duty he reports in plenty of time to leave the roundhouse at the time he is listed to leave.

As for saving coal, this scoop speaks for itself; it holds only a small amount and is sparingly used.

Meet Five of the Veteran Employes of the Minnesota Division

Old-Timers in Active Service, With Reminiscences Dating to D. & S. C. Line, Include Two Brothers

WHEN the *Illinois Central Magazine* published in its August issue the stories of the twelve pensioners of the company who saw service of fifty years or more, the question naturally arose as to the records of employes still in service. Who's who on the system as regards length of employment?

A check by divisions indicates that the Minnesota division has five veterans who aggregate a greater length of service than any other five employes of any one division. These five men, whose records range from 56 years 1 month to 47 years 4 months, have a total service of 254 years 6 months, or an average of almost 50 years 11 months each.

Undoubtedly the oldest employe in active service on the Illinois Central System is R. O. Pease, watchman at Waterloo, Iowa, who heads the list. His service is one month more than 56 years.

Then comes J. H. Quinlan, conductor, Dubuque, Iowa, 51 years 3 months. Next is William Adrian, boilermaker at Waterloo, with 51 years 2 months; then T. J. Quinlan, conductor, Dubuque, with 48 years 8 months; then Fred H. Spohr, section foreman, Waverly, Iowa, with 47 years 4 months. The Quinlans are brothers.

Is He Our Oldest Employe?

R. O. Pease, shop watchman at Waterloo, Iowa, has probably been in the service of the Illinois Central System longer than any other employe. His record extends over a period of fifty-six years of unbroken service.

Mr. Pease, who is an American to the core, was born in Sycamore, Ill., October 20, 1848. His boyhood days were spent entirely in Illinois. His home was in Sycamore, Magnolia, Winona and finally El Paso, where he was graduated from high school.

When 16 years old, Mr. Pease went into the railway business as a brakeman on the Toledo, Peoria & Western Railroad. He had worked for that company one year when he received an offer as bridge carpenter with the Illinois Central Railroad. He was interested in this kind of work, and accepted the position August 1, 1865.

At that time, Mr. Pease says, the Illinois Central System had only 705 miles of track. The bridges were all clumsy wooden structures, except two or three which were made of iron. The wooden ones required constant attention, and Mr. Pease was with a gang of men that inspected and repaired every bridge on the system. They were kept busy all the time, he says.

Worked Nine Days and Nights

His constant interest and increasing eagerness to accomplish all that he could was rewarded in May, 1879, when he was promoted to bridge foreman.

During the night of July 4, 1876, Mr. Pease recalls, a severe rain storm washed out twenty bridges between Council Hill and Galena, Ill. He and his men worked nine days and nights with very little sleep. Mr. Pease says that he did not have his clothing off during those nine days. Then, in June, 1890, he went through about the same experience again.

The company saw the value of metal bridges and began replacing the wooden ones about 1884. Mr. Pease was made foreman of this work, and for six or seven years he directed the work of building the iron bridges.

Transferred to Water Department

This task was not completed until March, 1897, and as the new structures did not need the care and attention that the wooden ones required, the work of the bridge workers was greatly lightened. Mr. Pease then was transferred to the Iowa division and was made pile driver engineer.

In December, 1904, he was again transferred, this time to the water department as pump engineer, having charge successively of the pumping stations at Scales Mound,

Ill., Galena, Ill., Manchester, Iowa, and Waterloo, Iowa.

In October, 1916, Mr. Pease was transferred to the mechanical department as shop watchman, and has held that position since.

Although he is nearing his seventy-third birthday, Mr. Pease is hale and hardy, full of energy and seems to be fit for several years of service. He has many friends over the system who say that he has always been ready to do anything that would be of benefit to the company.

Starts Fifty-Second Year of Service

J. H. Quinlan, who serves as conductor on various passenger trains between Chicago and Dubuque, rounded out his fifty-first year in the service of the company on June 14 of this year and is now well started on his fifty-second. Outside of the fact that his feet bother him occasionally, he is as fit as when he first began work on the section at Dunleith, now East Dubuque, in 1870, and seems good for several years more. He has been sick enough to need a doctor only once in his life, as he recalls, although he has been laid up with accidents several times.

Mr. Quinlan was born at Sandusky, Ohio, March 22, 1853, which makes him 68 years old at present. When he was only 3 years old his family moved to Illinois, coming over the Lake Shore (now New York Central) to Chicago, crossing the Chicago River in flatboats pulled by ropes (the old Rush street bridge was then the only one in existence), traveling to Freeport over the old Galena Union Railroad (now the Northwestern) and then on the Illinois Central from Freeport to Dunleith. The main line of the Illinois Central at that time was from Cairo to Dunleith, Mr. Quinlan says.

After accumulating a public school education at Dunleith, Mr. Quinlan at the age of 17 tried steamboating on the Mississippi between Dubuque and St. Paul, but gave that up after a few months. He quit one afternoon and began work on the section gang of the Illinois Central at Dunleith the next morning, June 14, 1870. Since then he has never been out of the employ of the Illinois Central, and he has never worked in any territory except that between Dubuque and Chicago.

Helped Lay First Steel Rail

Mr. Quinlan believes that he had the honor of helping lay the first steel rail the Illinois Central ever had. That was in 1872 at Dunleith, and he helped to spike it himself. As he recalls, it was 70-pound steel from Sheffield, England. It replaced the chair iron in use before that. John C. Jacobs was superintendent at Amboy when Mr. Quinlan began work on the section, and his roadmaster was Ed Courtney, who was stationed at Galena.

After three years on the section, Mr. Quinlan began service as a brakeman between Dunleith and Amboy, August 11, 1873. September 29, 1879, he was promoted to freight conductor. June 13, 1891,

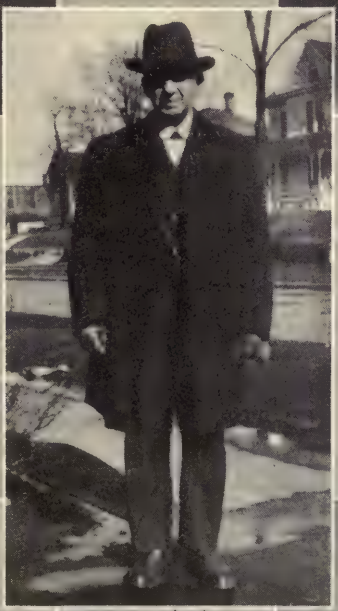
Remember September!

FIREMEN CAN SAVE COAL—

1. By having fire prepared and leveled, but not too far in advance of leaving time.
2. By seeing that all equipment necessary is on engine before leaving time.
3. By not trying to put all coal in firebox at one time, nor slugging the fire.
4. By firing with as few scoops of coal at a time as possible to meet existing conditions.
5. By breaking up coal to the proper firing size.
6. By not shaking grates except when absolutely necessary and then only slightly.
7. By not raking fire except to fill a hole or break a bank.
8. By keeping the deck clean.
9. By not permitting coal to waste off the gangway.
10. By studying the problem of firing and talking about it with other firemen.
11. By watching closely movement of engineer, particularly at shutting-off points.
12. By not over-loading tenders when taking coal.
13. By stopping firing in time to avoid delivering engine to roundhouse with green coal in firebox.
14. By close co-operation with all concerned.

T. J. Quinlan

J. H. Quinlan



William Adrian

R. O. Pease.

Fred. H. Spohr

he became a passenger conductor between Dubuque and Chicago, and he has served in that capacity for thirty years.

When he started his passenger work, it took 9 hours for the run from Dubuque to Chicago; the run now requires 5 hours and 25 minutes. One crew now can do the work that three were once needed for, he says, largely as a result of improved equipment. In freight, for example, it was hard for one engine to take sixteen loads up Scales Mound, while twenty-five loads required the services of a second engine; now it is nothing for one engine to drag forty-eight cars up the same grade.

All His Accidents in December

Mr. Quinlan has had his share of narrow escapes. He was the only member of his train crew left alive in one of the worst wrecks the Illinois Central ever had, that at Perryville, Ill., December 14, 1901, when his passenger train and a freight train met head-on. He was in the hospital until May, and it took nineteen stitches in his head and nine in his left leg to pull him through. The first finger of his right hand is useless as the result of an accident in coupling at Warren, Ill., December 15, 1875, while he was a brakeman. He has had other mishaps, too, and he recalls that they all happened in December, his hoodoo month.

There was much trouble with snow in the earlier days, he says; in March, 1882, there wasn't a wheel turning between Dunleith and Amboy for ten days.

When he started braking, the beginner drew $45 a month, Mr. Quinlan recalls; a freight conductor started at $65.50 and at the end of three years was drawing $83.33, or $1,000 a year. Passenger conductors started at $110 and worked into $120, while now they will average $288 a month.

Mr. Quinlan has worked under seventeen superintendents at and near Dubuque—Superintendents Jacobs, Russell, Harriman, Baker, Harahan, Wallace, Clift, Gilleas, Downs, Berry, Williams, Atwill, Sullivan, Bailey, Bechely, Dignan and McCabe—and he has been and is loyal to them all. He believes that loyalty to the company should be a man's first thought when on duty, that an employe ought to be where he is wanted when he is wanted, and that it pays to take a genuine interest in your work.

Has Time Table Dated 1870

One of Mr. Quinlan's prized keepsakes is an employe's time table and set of regulations for the running of trains on the Northern division, issued just about the time he began work for the company and signed by Marvin Hughitt, general superintendent, and John C. Jacobs, superintendent.

The schedule called for four passenger trains and five freight trains between Dubuque and Centralia, with certain other stock trains and local freights. All trains were to take five minutes over the Mississippi River bridge at Dubuque and eight minutes from the west end of the bridge to the passenger station.

Another keepsake of his is a train order of June 6, 1887.

Mr. Quinlan is a charter member of the Order of Railway Conductors, organized at Amboy in 1881. He was also one of twenty-one charter members of Camp 894, Modern Woodmen of America, organized at Dubuque in 1882, which now numbers 700 members.

Mr Quinlan was married on September 10, 1879, to Miss Catherine Kinslow, who had been a schoolmate of his at Dunleith. With them at 25 South Altavista street, Dubuque, are a grandson and a granddaughter, children of their deceased son, Charles. Another son, Norman, is with a steel company at Gary, Ind., and their only daughter, Alice, is now the wife of Judge D. McGuire at Dubuque. The family for several years were residents of Chicago, but Mr. Quinlan believes they will remain in Dubuque from now on.

Brother a Conductor, Too

T. J. Quinlan, brother of J. H. Quinlan, is likewise a conductor on the Illinois Central, likewise lives at Dubuque, and likewise is one of the five oldest employes of the Minnesota division. He is now on his forty-ninth year with the company, as his present service began January 6, 1873. T. J. is older than J. H. and has had a train longer than his brother, although his total service record lacks two years and a half of being as long.

T. J. Quinlan takes passenger runs be-

tween Dubuque and Fort Dodge, going west on No. 11 and returning on No. 16. Although more than 70 years old, he is active, efficient and able to hold his own with the younger men.

His earlier experience at Dunleith, where he attended the public schools, was much the same as his brother's. He left school when 15 years old and served as a brakeman on the Illinois Central between Freeport and Dunleith, working under Conductor Theodore Gosney. His employment lasted forty-five days, for the spout of the water tank at Freeport knocked him off the train early one winter morning, and he decided to take up other work.

An uncle at Louisville, Ky., taught him how to be a stone cutter, a trade he followed until after his marriage in 1871. The summer of 1870, while on his way to California, he met some friends at Cheyenne, Wyo., and stopped there to enter the employ of the Union Pacific as a brakeman from Cheyenne to Laramie City. After a few months he went back to stone-cutting, working on the state capitol at Des Moines, Iowa.

Worked on the Dubuque Bridge

In his stone-cutting career he worked on the first Louisville bridge across the Ohio River, the St. Charles, Mo., bridge over the Missouri River and the St. Louis and Dubuque bridges over the Mississippi River.

In December, 1867, the first pile was driven for the foundation of the Dubuque bridge, the pile driver resting on the ice. At the same time the East Dubuque tunnel was begun. Both were completed in December 1868. Mr. Quinlan rode on one of the first four engines coupled across the bridge. This bridge was the first large contract Andrew Carnegie undertook, and its successful completion brought his company into the limelight. No lives were lost and no person was seriously injured in carrying out this then large contract.

Remembers Old Argyle Hotel

January 6, 1873, Mr. Quinlan again entered the service of the Illinois Central at Dubuque as a freight brakeman. In 1876 he was promoted to freight conductor and in 1880 to passenger conductor. That was forty-one years ago. He has had an unbroken service as a passenger conductor since then, with the exception of the winter of 1886-87, when he served as trainmaster between Fort Dodge and Sioux City.

Mr. Quinlan's recollections date back to

(Continued on Page 108)

Things to Talk About

Some persons seem to think that the administration, in recent legislation, is proposing to donate $500,000,000 to the railroads. Nothing could be farther from the truth. The administration is not even proposing to lend any money to the railroads.

When the president took over the railroads for war purposes in 1918, it was with the express promise that they should not suffer by his action. They were retained by the government for two years and two months, and during that time enlargements were made by the government, the cost of which was charged to the railway companies. Such enlargements are called "additions to capital." When the railroads are operated by their owners the money for these enlargements is almost invariably obtained from the sale of bonds, which spreads the burden over a term of years. It would be the height of injustice for the government to force the railroads to pay these capital charges down spot cash. The government, on the other hand, owes the roads a large amount for rents and other current items growing out of governmental control.

What the much discussed legislation amounts to is this: The roads shall be allowed to give their notes, amply secured, for the sums they owe for capital advances; then the War Finance Corporation, which is in ample funds, will buy the notes from the government, and the proceeds will be used by the government to pay the rents and other indebtedness due the roads. The securities purchased by the War Finance Corporation will then be placed on the market and sold to investors.

It is no more than an act of simple justice. It merely handles the transaction as it would have been handled if the roads had not been taken over. Furthermore, it puts the railroads in a position where they can contribute their part to the revival of business.

Illinois Central System Shows How Taxes Have a Bearing on Railway Rates

Notwithstanding that for the past twelve months the railroads as a whole have earned almost no net return on the capital invested in them, many persons insist that freight and passenger rates be reduced, regardless of the costs of producing that transportation service which the public must have. We wish, therefore, to direct attention to the fact that the costs of producing transportation are still relatively much higher than the rates. We think it fair to ask the public to give consideration to what the railroads are having to pay for labor, materials, locomotives, fuel, cars, taxes and interest on borrowed capital before passing final judgment upon the reasonableness of present freight and passenger rates.

It is true that, effective July 1, railway wages were reduced 12 per cent, but they are still 108 per cent higher than they were in 1914—the year of the beginning of the great war which upset everything. Road locomotives cost 123 per cent more, switch engines cost 144 per cent more, gondola cars cost 117 per cent more, refrigerator cars cost 107 per cent more, box cars cost 122 per cent more, steel passenger coaches cost 100 per cent more and locomotive fuel costs 138 per cent more at present than in 1914. The Illinois Central System sold bonds in 1914 on a basis yielding less than 5 per cent to the purchasers. It recently sold $8,000,000 of bonds running for fifteen years, and the best terms it was able to secure yielded a return of more than 7 per cent to the purchasers.

Take the single item of direct taxes for a ten-year period. The Class I railroads, which include all railroads having gross operating incomes of $1,000,000 or more annually, paid $98,626,848 in taxes in 1911. In 1920 the same railroads paid $278,868,668 in taxes, an increase of $180,241,820, or 183 per cent.

The Illinois Central System paid $3,278,107.96 in taxes in 1911, while in 1920 it paid $9,575,680.87, an increase of $6,297,572.91, or 192 per cent.

But these are not the only taxes affecting transportation charges. When the shipper pays his freight bill, he should remember that 3 per cent of what the railroad's bill otherwise would be is added and

collected by the railroad as a transportation tax. Likewise, when the passenger pays for his ticket, he should remember that 8 per cent of what he otherwise would pay the railroad is added and collected for the government as a transportation tax. Patrons generally consider only the total cost of freight and passenger transportation, and many think the railroads get the whole amount.

The transportation tax collected by the railroads for the government on freight bills in 1920 totaled $129,710,329.80, and on passenger fares, $103,099,633.36—a grand total of $232,809,963.16! This vast sum is not included in any of the railway accounts. It was collected by the railroads acting as agents for the government and remitted directly to the government.

As the agent of the government the Illinois Central System collected from its patrons in 1920 the sum of $3,084,072.54 as transportation tax on freight, and $2,254,256.87 as transportation tax on passenger fares, a total of $5,338,329.41! This is not included in the above mentioned item of $9,575,680.87 direct taxes paid, but was collected and remitted directly to the government.

The question of abolishing the transportation tax is having consideration at Washington. The abolition of this tax would reduce railway rates without injury to the railroads.

We do not bring up the question of railway taxation in a spirit of complaint. We realize that all citizens and all businesses must bear their just proportion of the expense of government. We refer to the matter just now to make it clear that railway taxation must be added to the cost of transportation and necessarily has a bearing on freight and passenger rates.

The Illinois Central System has been striving for more than a year to present facts in regard to railway problems for the consideration of the public. The public will be able to decide for itself the advisability of such a course when it considers that the management of the Illinois Central System is the trustee of an investment in roadway and equipment of more than a half billion dollars. We realize that this property, and all railway property, will be dealt with accordingly as public sentiment develops and crystallizes. We feel, therefore, that we must present our case before the court of public opinion, and we are glad to do that, having an abiding faith in the fairness and justice of the people when they have the facts before them.

Constructive criticism and suggestions are invited.

C. H. MARKHAM,
President, Illinois Central System.

Former Employe Runs Across Some of Our Old Locomotives in Mexico

Fred Dean Smith Says Sensation Was Just Like That When You Meet a Friend From Your Home Town

Employes who see Illinois Central engines chasing up and down the tracks every day of their lives can scarcely realize "the grand and glorious feeling" described by Fred Dean Smith, formerly instrumentman on the Minnesota and Iowa divisons, in the following letter to the Illinois Central Magazine. Mr. Smith, who is now assistant to the chief engineer, International Petroleum Company, wrote from Tampico, Mexico, on August 1.

HAS the reader ever spent months and months in a strange place, among strange people, without ever meeting with a familiar face, and then, after finally thinking that all his friends were dead and gone, suddenly run across an old-time companion from his old home town? Oh, man!

Sound Brought Back Memories

You can imagine my feelings, after coming into Tampico from a six months' isolation in the wilderness of interior Mexico, to run right slam into one of the good old Illinois Central locomotives switching in the yards of a foreign city two thousand miles from home. It seemed so real to hear the ringing of the familiar old bell that I imagined for a moment that I was back in the yards of Waterloo again measuring up the rail laid in 1916 under Work Authority 1167!

Engine 635, shown in the photograph, is only one of several which have been purchased by this government to help relieve the congestion on the national railways. They are surely making good, notwithstanding the

Far From Familiar Scenes

Former Illinois Central Engines in Mexico.....

Engine 635 clearing freight congestion at Tampico.

The Burning Oil Wells at Amatlan

Mexican Oil Wells Coming In

racking disabuse by the native workmen and the occasional blow-ups by the bandits.

The Great Oil-Well Fire

I am inclosing several other views which might be of interest, showing various phases of the oil industry. One picture shows the burning of the now famous wells in Amatlan.

The first well caught fire from a boiler near by, just after oil had been struck, and immediately set fire to the second, which had been brought in a few minutes before and had not yet been controlled. The heat was so intense that no one could approach within five hundred feet without getting scorched. The smoke column extended more than six miles into the sky, and the flames could be seen for a hundred miles around.

For six days the fire raged, burning more than five thousand barrels of oil an hour. After several unsuccessful attempts, two men finally succeeded in reaching the well under cover of a fireproof shield which was kept continually drenched with water from a battery of hose operated from the rear. The air adjacent to the burning column of oil was comparatively cool, due to the enormous draft, and with very little effort the men succeeded in closing the valves on each well.

Echoes of the "No Exception" Campaign

That the good results of the system "No Exception" campaign are going to be permanent is indicated in the report submitted by C. G. Richmond, superintendent of stations and transfers, covering the number of claims paid during July, 1921, for lost packages destined to points on each division. Compared with that of July, 1920, the 1921 record shows a decrease in total number of payments from 663 to 231. This is a reduction of 432, or 65 per cent. Every division on the system showed a substantial reduction. Below is the comparison submitted by Mr. Richmond:

Division	1921	1920
Louisiana	6	35
Vicksburg	8	32
Indiana	10	30
Mississippi	11	52
Kentucky	11	31
Minnesota	11	23
Springfield	13	41
Wisconsin	13	27
Tennessee	16	45
New Orleans	17	31
Iowa	18	52
Illinois	19	30
St. Louis	22	81
Memphis	36	82
Terminals		
Memphis	3	24
Chicago	8	19
New Orleans	9	28
Total	231	663

B. A. Talbert, supervising agent of the Mississippi division, has made a comparison of shorts for the first six months of 1920 and of 1921, which shows that a reduction from 1,720 to 443 was made possible by the campaign. This is a decrease of 1,277, or 74 per cent. As there are 62 stations reporting on the Mississippi division, the 1921 record of shorts is an average of about 7 for each station, or slightly more than 1 a month. A comparison of lost packages on the Mississippi division for the first seven months of 1920 and of 1921 shows a gratifying decrease from 428 to 160, which is a reduction of 268, or about 63 per cent.

FREIGHT INSPECTION PAYS

An addition of approximately $125 to the revenue of the railways handling a shipment of emigrant movables from Cooksville, Ill., to Lowefarm, Manitoba, Canada, is reported as the result of an inspection made by a chief clerk at Bloomington. The inspection disclosed that the "emigrant movables" included one motor truck, and a notation to this effect was placed upon the waybill. Charges, therefore, according to Superintendent J. F. Dignan's letter about the matter, should be assessed at the destination, in addition to the regular emigrant movable rates, for one truck at a minimum of 5,000 pounds of first class.

Loyal Employes Plus Routing Orders Bring Illinois Central the Business

Superintendent L. E. McCabe of Division Leading in Solicitation Takes Up Points Worth Remembering

Up to the end of July in the traffic solicitation campaign, employes of the Minnesota division of the Illinois Central had mailed out 2,345 postcards, made 7,472 personal requests, obtained 2,515 carload routing orders and 7,236 less-than-carload routing orders, recorded 2,025 additional carload shipments and 16,851 additional less-than-carload shipments, and attracted 4,694 passengers to use the Illinois Central who might have traveled over other lines. With this record of achievement, the Minnesota divison leads the system in employe solicitation of traffic. Who then could be better fitted than its superintendent to discuss the subject?

By L. E. McCABE,
Superintendent, Minnesota Division

SOLICITATION of traffic is a subject of importance to any railroad at any time, but it is one of ultra-importance to all railroads today. It is a subject too often regarded by the average employe as only remotely concerning him, but connected chiefly with those indivduals of varying position employed by the company for that sole purpose.

The one railroad in which I am principally interested, however, the Illinois Central, feels that in this respect its employes differ widely from those of other companies. Campaigns have placed routing orders in the hands of each person in its employ and instructed him in their use, presenting a means of securing business from friends and acquaintances. Whether the routing order reads "one L. C L. shipment" or "one hundred carloads," it means just so much added traffic and revenue which the company would not otherwise have enjoyed.

Routing Orders Do the Work

I have often heard it said that routing orders are worthless sheets of paper and that little or no attention is ever paid to them. These remarks always come from people who

L. E. McCabe

are not in a position to know, and show nothing but complete ignorance of the situation. On the Minnesota division we have sent in thousands of these routing orders obtained by our employes, and we are thoroughly convinced that the method is an efficient one. When someone induces a friend to sign a routing order instructing the shipper to route a car of lumber via the Illinois Central, and later we haul the car and collect the charges, then we know it pays.

Whether the employe receives an order on a large shipment or only a small one, whether he receives any order or none at all, these are not the most important things to be considered. The real question is: Did he ask for the business in a courteous and intelligent manner, and, if refused, did he smile as though a favor had been bestowed? If so,

he created a favorable impression which may be instrumental in securing a large amount of business at some future time.

The Pleased Passenger Returns

In regard to passenger business, the employes of the freight department can do as much for this branch of the service as the passenger employes can do to obtain freight business. Any wide-awake person will find countless opportunities for putting in a good word for Illinois Central passenger service. Among everyone's friends and acquaintances there is always someone who is taking a trip, and the chance of obtaining a passenger should never be passed up, no matter how brief the journey contemplated. If an employe influences a friend to use our road for only a short trip, and our service pleases him, he will remember the Illinois Central when he and his friends are planning a longer one.

Always bear in mind the fact that a business never stands still. If we do not all co-operate and get together to push, we are bound to go backward, and once started down-hill, it is a difficult matter to reach the top again. Business is here, all around us, and most of it is ours for the asking. All we need is a little enthusiasm and perseverance, coupled with the information which will enable us to answer those questions which are bound to arise. I said perseverance, for everyone is bound to fail sometimes. Robert E. Peary once said: "If you fail once, try again. If you fail twice, try harder. Make each failure a reason for redoubling effort." Even as Peary reached the pole, so we shall reach our goal.

But Avoid Over-Enthusiasm

However, there is such a thing as over-enthusiasm. By this I mean that occasionally a desire for business stimulates an employe to overestimate our service in one way or another or to misrepresent the facts in the case. This can result in nothing but harm to our cause. While it may lead a man to route one shipment of freight over our line or to use our passenger trains on some one occasion, he will not do it again, for he will have discovered for himself that the truth has not been told. If we are not in a position to handle his business to the best advantage, it is better to say so. He will thank us for it, and we shall have won a friend. One friend is better than a hundred dissatisfied patrons.

Aside from the active solicitation of business, there is another side to the question—indirect solicitation. By this I mean that while it is the regular duty of a few employes to go forth to get freight and passenger traffic, it is the duty of all to *hold* this business, for it is of no avail to solicit business if the matter is dropped there. The solicitor has done his part, but it remains for the other employes to do theirs. A courteous answer to a telephone inquiry, promptness in the checking of a rate requested, elimination of delay in the switching of a car—these things may do more

Remember September!

ROUNDHOUSE MEN CAN SAVE COAL—

1. Flue-borer can save coal by keeping flues bored out.

2. Fire-knocker can save coal by thoroughly cleaning ash-pan and air space between ash-pan and mud-ring.

3. Fire-kindler can save coal by avoiding over-firing, causing engine to pop off before leaving roundhouse.

4. Boiler washer can save coal (a) by thoroughly washing the barrel and lag of boiler.

(b) By having the blow-off cock and wash-out plugs tight.

(c) By not having more than one gauge of water in boiler when fired up.

5. Coal crane operator can save coal by not overloading tenders.

6. Engine watchman can save coal (a) by seeing that inbound engines have sufficient water and steam in boiler to avoid building up fire.

(b) By seeing that fire is in good condition on outbound engines and avoiding engine popping.

7. Hostlers can save coal by keeping cylinder cocks and drain valves to air-pumps open.

8. Roundhouse men can save coal by seeing that the engine stacks are covered while under steam.

to win and retain business than any amount of solicitation.

Each Has a Responsibility

Every person in the employ of the Illinois Central is to some extent responsible for the success or failure of the vast corporation which he represents. It is well to remember that the manner in which he treats a patron reflects to the credit or discredit of the railroad; and, in fact, to that portion of the public with which he comes in daily contact, he is the Illinois Central. From this fact it may be readily seen that everyone on the payroll holds in his hands a great responsibility—that of retaining the good will of those patrons with whom he deals, as well as doing his share to add to the list. He may do his part in a number of different ways, according to his position, but something is expected of each and every one.

After all, the solicitation of traffic is a subject which should deeply interest every employe of the railroad, for only by doing our part in helping to build up business and increase our revenue can we feel that we have had a share in the success of our company. Remember, every person listed on the payroll should be a solicitor!

The Employe and Our Public Relations

By J. K. JOHNSON,
Claim Agent, Princeton, Ky.

As individual employes of the Illinois Central System, what use are we making of the public relations campaign carried on by the system to enlighten the public regarding railway problems? We should awaken to the fact that, except through our actions as individuals, nothing can be satisfactorily accomplished *en masse*. Concerted movements, uniformity of action, are effected through individual understanding and training.

The principal object of this public relations campaign is to give, candidly and in open-hand fashion, such information as will enable the public to reason with fairness from the facts presented, reach an intelligent conclusion respecting its attitude toward railway affairs, and appreciate the many unfair restrictions and burdens imposed upon the railroads in their efforts to serve the public at a living cost and a fair, legitimate return on the investment involved.

Why Profits Are Needed

Railroads could not be constructed and operated except through a collection of wealth. Securities for this investment are held by all classes of individuals, who have a right to expect a reasonable interest on the money so invested. The merchant sells his wares at a profit, else he must go out of business. The railroads are a business, conducted on business principles, like any legitimate enterprise, and when they fail to pay to their stockholders, who are numerous and scattered throughout the nation, a reasonable rate of interest on the investment, they are a failure as a business; hence the public, in the end, pays the price, either in the reduced value of its holdings or failure to receive the kind of service it has a right to expect.

For years persons have had a distorted idea of the net earning power of railroads, and of conditions under which they have so faithfully labored. They could see nothing but the gross receipts; while fair-minded and perfectly honest, they were content to pass judgment on that basis without realizing the expenses and conditions incident to the operation and maintenance of railroads.

It should be unnecessary to comment on the necessity for the railroads. We cannot dispense with our factories, mills, banks, merchants, and many other industries; we deem them necessary to our existence and convenience, and we know that they cannot remain in business unless they are able to earn a legitimate profit. The railroads are no less necessary, and should be accorded similar consideration.

How the Public Must Help

Manufacturers and merchants are not controlled by law in fixing the prices of their products. The railroads, on the other

hand, are powerless to make any charge beyond the rate fixed under law. Laws regulate and control practically all the rights of railroads, and it is within these fixed limits and defined rights that railroads are expected to operate, serve and exist. The public has a right to expect of railroads efficiency and the best service they can render, but in expecting such efficiency and first-class service the public, in justice to itself and its servants, the railroads, cannot afford to lose sight of the fact that real service can only be had by providing the means with which to maintain it.

The railroads in August, 1920, were granted increases in rates, in order to avoid an impending collapse. This increase has been so trivial, as it concerns the individual, that the public could ill afford its repeal and a possible endangering of the adequacy of railway service.

Nothing affords railway officers and employes more pleasure than to be in a position to serve the public faithfully and efficiently, and the public generally is realizing that fair concessions on its part must be made in order to enable the railroads to render that character of service.

We should feel proud of the Illinois Central System as a railroad and as our employer. We should recall with pride that the Illinois Central System is a pioneer in the matter of developing public relations, a leader among the great railway systems in its progressive policies. It is gratifying to know that we are employed by a railroad with such a high standard of efficiency, and to know that our officers rank among the highest in their respective positions. It is pleasing to observe their candor and their fair and logical comment on railway affairs, with nothing to conceal.

As individual employes of the Illinois Central System, we can help the public relations effort by following it closely and spreading the information among our acquaintances. As railway employes, we may perhaps have a clearer understanding of some of the details than those not familiar with railway operation, and, by reason of that fact, render a service both to our employer and our hearers by amplifying the information.

It is our duty to join hands with our officers in this work and do what we can to make it effective.

Co-operation—An Oil We Must Use

By A. M. McINTYRE,
Engineer, Illinois Division

In the present critical stage of economic and industrial readjustment, one of the most serious problems confronting the company is how to reduce operating expense to the minimum, without impairing the efficiency of service. This cannot be done, of course, without the heartiest co-operation of every employe. Obviously, the greatest saving can be made in our department by fuel economy, but this cannot be very effective without even greater co-operation than in other departments.

Following are some of the "leaks" due to lack of co-operation: Between engineer and fireman, resulting in decreased efficiency of engine; between conductor and brakeman, decreased efficiency in movement of train; between engineer and train crew, with the same result; between engineer and roundhouse foreman, when the former neglects to report necessary repairs to engine or when the foreman neglects to have the work done, resulting in decreased efficiency of engine; between roundhouse and yard, resulting in having the engine fired up an unnecessary length of time before listing, causing excessive consumption of fuel.

But the greatest waste of all is perhaps the lack of co-operation between divisions. Each division is a unit in a collection of units, and, while each unit may be working harmoniously within itself, when it comes to the next unit, the machinery grinds, the cogs don't mesh properly, all for the want of lubrication with the oil of co-operation. While responsibility for the train ends when

it is handed over to each succeeding division, interest should not end; instead, the train should be handed over in a condition to be handled economically and with the least possible delay. This can be done by close and thorough inspection and lubrication of boxes by car men, and proper classification and placing in station order of cars by yardmen.

The answer to a problem usually cannot be foretold until the problem is worked out, but the answer to our problem can be just one of three: success, incomplete success or failure. It depends upon the degree of interest we take what the answer will be. Indifference on our part means failure; incomplete co-operation means only incomplete success; but close co-operation, individually and collectively, means that the answer will be success—complete success—and I predict this will be the ultimate answer.

Kept a Score of Their Use of Coal

The saving in coal that care on the part of the engine crew can accomplish is forcibly shown by the unsolicited report submitted by Engineer S. Baker and Fireman N. A. Marshall for a run with Engine 1594 from Mattoon to Champaign, Ill., a distance of 46 miles. For this distance they averaged 43 pounds of coal to each thousand gross ton miles, which compares more than favorably with the Illinois division average of 127 pounds for July, 1921.

In other words, on this run of August 18 this one engine crew fired with 84 pounds a thousand ton miles less than the division average for the previous month. This is a saving of 66 per cent, or almost exactly two-thirds, and the saving sought for September is only 20 per cent less than the best September record for the system, which was 149 pounds.

Engineer Baker and Fireman Marshall kept a diary of their trip, counting the scoops between stations. The score went like this:

Mattoon to Dorans	75
Dorans to Humbolt	41
Humbolt to Arcola	60
Arcola to Galton	22
Galton to Tuscola	46
Tuscola to Hayes	58
Hayes to Pesotum	50
Pesotum to Tolono	84
Tolono to Savoy	49
Savoy to Champaign	43
Total	528

"The larger numbers used out of Mattoon and Pesotum are the result of starting at those points," their report remarks. "This only goes to show what it means in fuel to start a large train."

When they got in, they took their pencils and figured it up like this:

Distance	46 miles
Cars in train	62 loads
Tonnage	3,999
Stops	One—Pesotum
Time	8:40 p. m. to 11:25 p. m.
Shovels of coal used	528
Size of scoop	No. 3
528×15 lbs. per scoop	7,900 pounds
3,999 tons×46 miles	183,954 gross ton miles
7,900 lbs. divided by 183,954 gross ton miles	43 pounds per thousand gross ton miles

KEEPS A NEAT MOTOR CAR

If all persons in charge of motor cars, on highway or railway, could have a report like the following made on Foreman John Woodside, Carbondale, Ill., a good many motor mechanics would be going into some other kind of work. E. E. Christoph, motor car repair man at Carbondale, said recently: "I found Mr. Woodside's car was in good condition, all but timer, which I installed. I would like to say that Mr. Woodside has taken good care of his car, and I found in my inspection that the same cotter keys were in the car that were in there when the car was put in service. I will say that Mr. Woodside has not called for a repair man on an average of more than once a year. His motor and car are always clean, and woodwork is in first-class condition."

Illinois Central Locomotives Make Big Hit as State Fair Exhibits

Visitors at Springfield Show Much Interest in the Old Mississippi and Our Newest 2-10-2 Acquisition

THE Illinois Central exhibit of old and new engines at the Illinois State Fair at Springfield, August 20-27, was one of the big hits of the week. The exhibition of the old Mississippi and the new 2-10-2 engine at the fair was arranged by Superintendent C. W. Shaw and Master Mechanic H. L. Needham of the Springfield division. Mr. Needham took special pains in putting the engines in exhibition condition. The 2-10-2 was spotless, and the trimmings were burnished with gold leaf.

Traveling Engineer Charles Zanies of Clinton was at the display during the day, and Fireman Jeff Swezey of Clinton had charge of the evening exhibition. Handbills giving descriptions of the two engines with their photographs were distributed. Superintendent Shaw estimates that more than 65,000 persons attending the fair viewed the exhibit.

Many business men of Springfield declared that the engine exhibit was the outstanding feature of the fair. This opinion was also expressed by Manager W. W. Lindley of the fair association.

The Illinois Central monogram formerly used in a downtown arch at Springfield was placed on the tender of the 2-10-2 engine, and an electric circuit kept the monogram lighted by night. Lights were also displayed through both engines. The easels describing

C. W. Shaw

the engines were also electrically lighted for night use.

The engines were moved into place the opening day of the fair. The Mississippi was taken from Burnside Shops on a coal car to the roundhouse at Springfield, where it was unloaded and pushed by a switch engine to the fair grounds. The 2-10-2 engine moved under its own steam.

Special tracks had to be built a short distance into the fair grounds. The crowds quit the automobile races which were in progress to watch the engines being moved into place.

Steps were built to the cabin of each engine so that the spectators could pass through and get a close view of the heart of the machines. Throughout the days and nights, there was a constant stream of interested persons passing over the steps.

The bills which were distributed to the visitors described the 2-10-2 engine as follows: Built at Lima, Ohio, in 1921; weight 382,000 pounds; total working weight 586,000 pounds; tractive power 73,800 pounds; length 96 feet; cylinders 30x32 inches; heating surface 5,160 square feet; carries 17 tons of coal and 12,000 gallons of water; equipped with duplex stokers; cost $88,819. The Mississippi was described as follows: Built in 1834 at a cost of about $2,000; 9½x16-inch cylinders; weighs 14,000 pounds, and has a tractive effort of 4,821 pounds. This engine was used in 1836 on a railroad between Natchez and Foster, Miss., now a part of the Illinois Central System.

Remember September!

We're Squelched

They talk about the women, and the way we do our hair—
The way we wear our skirts and shoes—our very haughty air;
They tell us that we're foolish in such little things, but then,
If they think we are alone, in such—well, how about the men?

They used to wear a pompadour, but nothing like that now;
A center-part gleams faultlessly above a noble brow;
And if they don their headgear, they pull it forward so
That, though they may have eyebrows, you really never know.

And then the little jazz tie—another thing absurd—
Not bad upon the little ones, but on the big—my word!
That half-inch kind of collar tells us ever and anon
That girls are not the only ones with throats like to the swan.

And then they go around with that "Ain't-I-the-peanuts?" air—
"Think anything you like of me, for really I don't care!"
Third eyebrows, and galoshes—now, now tell me if you can
The reason that you talk and laugh about the girls, O Man!

—EXCHANGE.

How Are the Crops?
A Survey of the System

Earth is here so kind, that just tickle her with a hoe and she laughs with a harvest.—DOUGLAS JERROLD, *A Land of Plenty.*

HOW are the crops? Since we are so largely an agricultural people, even today, any prophecy regarding prosperity must depend upon the answer to this question. Few agencies are better qualified to speak upon this subject than the Illinois Central System, situated as it is in fourteen states of the Mississippi Valley, the "bread basket of the world." Deeming the crop situation one of vital importance, the *Illinois Central Magazine* has quizzed the division superintendents regarding the situations in their respective vicinities, and the answers are given below.

For the most part, crop conditions are favorable. Lack of rain in the earlier part of the season endangered some of the crops, but recent relief has saved the day. Oats however, fared poorly. Corn, the staple crop of most of the Illinois Central states, is in excellent condition and is expected to give a larger yield an acre than in 1920. Wheat acreage has fallen off, but the yield has held its own as regards bushels an acre, and in many cases has exceeded the figures of last year. Other grains, with reduced acreage, will make about the usual yields.

Reduced damage from boll weevil is reported in the cotton raising districts, and a good yield is expected from a reduced acreage. The other crops into which the southern farmers are going are making satisfactory yields. Stock raising is proving increasingly popular. Truck farming has been surprisingly successful.

The reports cover, for the most part, the third week in August, and should be read with that point in mind. The magazine is indebted to the superintendents for their co-operation in this survey.

Illinois Division

Corn is in fine condition, having received good rains just at the critical time, when there was great danger of firing from the dry, hot weather. Good rains have followed at frequent intervals, assuring at this time a bumper crop, other conditions remaining favorable.

The oats crop was disappointing, both in quantity and quality, due to the extremely hot and dry weather while heading. The production is only about 25 pounds a bushel on the average, instead of 32 pounds, the standard.

The wheat yield exceeded that of last year and was of a fair quality, although the acreage was below normal, due to the low market price at seed time.

Hay production was also below last year, although of a good quality. It is finding a ready market, principally in the South.

Broom corn also suffered from the dry weather, and the acreage was short on account of the low prices offered at planting time.

The following figures will give an idea of

Corn

Cotton

the crop prospects compared with last year:

Crop	Acreage Pct.	Yield per Acre 1920	Yield per Acre 1921
Corn	101	40 bu.	45 estimated
Oats	105	41	35
Wheat	85	18	20
Hay	100	1½ ton	1 ton
Broom corn	75	1-3 ton	1-3 ton

Fruit of all kinds might be considered as a complete failure this year, due to the late killing frosts last spring while the fruit was in bud. This loss can better be appreciated when it is recalled that we loaded from this division last year nearly 800 cars of pears, peaches and apples, compared with possibly 150 cars of apples this year and no pears or peaches.

Springfield Division

Farm production has been cut down to some extent for 1921. Severe drouth during the early part of the season injured the growth of oats and grass. This resulted in a decrease in milk and cream shipments.

The wheat crop is above the average, except in the southern part, where chinch bugs did considerable damage. The wheat crop in the central part of the division was good not only in yield but in quality as well.

The oats yield was only about half a crop, in many instances yielding fewer bushels an acre than the wheat, the grain being of a light and poor quality, in many cases weighing less than 25 pounds a bushel.

The rains which visited this section in the immediate past have materially contributed to the prospects of the largest corn crop in our history, except in the extreme southern portion, where crops adjacent to timber lands have been damaged by white grub worms.

The general expression of the farmers seems to be optimistic, and all indications point to a prosperous year for the farmer by reason of the bountiful corn crop's offsetting losses in wheat and oats.

St. Louis Division

The fruit for which southern Illinois is so universally recognized suffered great losses by heavy freezes which followed the early warm days in the spring. There was, however, a light crop of early apples, and it is estimated that there will be about a 10 per cent crop of late apples.

The early vegetables, such as onions, rhubarb and asparagus, were fair; the crop of berries, tomatoes, cucumbers, melons, etc., was good. The tomatoes and cucumbers suffered to some extent from the dry and hot weather, but the crop of melons was heavy and of fine quality. The returns for all truck garden products have been good.

The acreage of wheat and oats was not heavy, as farmers in this section are turning their attention more to live stock and dairy farming than to grain farming. The wheat ripened in fair shape, but upon being threshed was found to consist of considerable straw. Oats were cut somewhat short on account of the dry weather and smut. The yield and quality of both wheat and oats are about as in former years, with an average of 15 to 18 bushels for wheat and 20 to 30 for oats.

The hay crop, both clover and timothy, is good and is baling up in fine condition, averaging from 1½ to 2 tons an acre. There is a large acreage of stock peas sown for hay and soil building, and the crop is in fine condition. Pastures are good, and the recent rains insure fine fall grazing.

The corn acreage is heavy in both bottom and hill land with prospects very bright for the best corn crop in this section of the state for many years, an estimated yield of from 25 to 30 bushels per acre.

The following shows, approximately, the number of cars (freight and express) shipped so far this season:

Apples	30
Mixed vegetables, such as onions, rhubarb, asparagus, berries, etc.	100
Tomatoes	200
Cucumbers	110
Melons	75
Hay	95
Oats	50
Wheat	165

Wisconsin Division

If conditions of crops are an indication of renewal of prosperity, the territory covered by the Wisconsin division is doing its part in the march to normalcy. Crop conditions generally are encouraging.

In the seven months, January to July,

inclusive, 1921, 1,947 cars of grain were loaded on the Wisconsin division, compared with 1,993 handled the same period of 1920. This represents about 40 per cent of the grain raised in this territory; the other 60 per cent is used by farmers and growers for the feeding of stock, with the exception of wheat, of which perhaps 85 per cent is taken to the mills by farmers to be ground into flour for home consumption. About 15 per cent of the wheat raised is being shipped to market.

While it is true a large portion of grain raised in this territory is used for feeding stock, we receive a direct benefit from this, as the stock business on the Wisconsin division is a very important item, after which come the dairy products.

The Madison and Dodgeville districts produce about as much cheese as any other locality in the United States. In addition to this, there is a considerable volume of milk, both fresh and condensed. On the Freeport district considerable acreage is devoted to dairying to produce milk for consumption in Chicago.

The Amboy district, particularly the southern portion of it, is in the corn belt. There should be a normal crop of corn this year.

Minnesota Division

Weather in eastern Iowa is ideal for the corn crop, and indications are that the corn will be well out of the way of frost within the next ten days or two weeks, which makes the crop about two weeks advanced in season.

The weather early in the summer was favorable, for rapidly maturing corn mixed with occasional moisture insures us a good crop. Good corn weather, however, makes bad weather for smaller grain. Oats grew too rapidly, with the result that it headed out lightly.

As an indicator of crop conditions, note the following tabulation:

Crop	Acreage Pct.	Condition Pct.	Yield per Acre, 1920	Est. Yield per Acre, '21
Wheat	75	95	19 bu.	20 bu.
Corn	100	95	35 bu.	40 bu.
Oats	100	90	24 bu.	30 bu.
Hay	100	93	2 tons	1½ tons
Barley	25	90	30 bu.	30 bu.
Rye	25	95	23 bu.	....

With the recent scattered rains, meadows and pasture lands have been revived and are much improved over a month ago. The crop of late potatoes has a better outlook. Farmers along the line have just about completed their threshing, and some have already started to do fall plowing.

Considerable grain in the elevators is being held for shipment and prices.

There seems to be a plentiful supply of farm labor.

In the vicinity of St. Ansgar, Iowa, which is a heavy vegetable producing section, the onion harvest is progressing rapidly. The

crop is being stored, as there seems to be no market.

Iowa Division

The growing season drawing to a close has been especially favorable to the corn crop, and, as a consequence, the small grain did not mature so well as in the average season. The outlook was never more promising for a bumper corn crop through Iowa, and especially the territory served by the Illinois Central.

Present indications point to a heavy yield of exceptionally good quality. It is estimated approximately 75 per cent of the crop will be fully matured and out of way of frost by September 1, and the entire crop assured by September 15, or about two weeks in advance of last year.

The yield and acreage of winter wheat just harvested are about up to average. The spring wheat generally is somewhat disappointing in yield and with quality below standard, having been damaged by the extremely hot weather more than was supposed.

Oats are very light, both as to weight and acreage, running from 16 to 28 bushels to the acre and testing in some cases as low as 18 pounds to the bushel.

The yield of timothy is far better than expected. The potato crop is practically a failure, due to the extreme temperature; this is especially true of the late planting. The early planting is somewhat better, but damaged to a large extent. Pastures are in fair condition, due to recent rains.

Indiana Division

Never in the history of the Illinois Central have the general crop conditions throughout this section been so satisfactory as this season. Although during the latter part of June and throughout July the precipitation was greatly below normal it only added to make the grain harvest and threshing an absolute success, and the bountiful rainfall in August has insured an abundant yield of corn, the recognized king of the crops. Wheat averaged a yield of 25 bushels, compared with only 20 last season, but the cool late spring, with an abnormal precipitation, reduced the yield of oats from 30 last year to 25 bushels an acre this year. The quality of grain, however, is excellent, and it has moved in a steady, unbroken stream to the markets, with an adequate supply of cars made possible by the concentrated efforts of the railroads to condition and move to the territory the equipment for this important commodity.

A 90 per cent acreage of corn is under cultivation. Its condition is 100 per cent, and the yield an acre is estimated at 45 to 50 bushels, compared with 40 to 45 last season. This abundant yield of corn, coupled with the prevailing low price, which in all probability will continue, is certain to stimulate the live stock industry, and the farmer is already looking about for feeders as a method through which more advantageously to market the crop.

The brush corn is heavy and above the average in both quality and yield; also, the acreage is in excess of that of previous years.

Farm labor is plentiful, and in this respect no difficulty has been experienced in caring for the crops.

Kentucky Division

Kentucky, mother of the far-famed and justly renowned blue grass, has disappointed us in not coming up to her usual standard of excellence in the production of crops this year. Not within the memory of the oldest farmer has there been such a drouth as that experienced this season. This, of necessity, will affect all the fall crops. The timely rains of the past two weeks, however, have improved the soil to some extent.

Tobacco acreage is smaller this year than in previous years, due to the unfavorable market prices and the large quantity left over from last season. The total tobacco crop for the United States is now estimated at 889,000,000 pounds, compared with 1,508,000,000 pounds last year.

The fruit crop is poor, apples being estimated at only 1,251,000 bushels, and peaches at 153,000 bushels.

The condition of other crops in Kentucky, such as alfalfa, millet, pasture, cowpeas, field beans, tomatoes, cabbage, onions, grapes, watermelons and muskmelons,

broom corn, sorghum for syrup, and clover hay, shows a percentage a little below the average, with the exception of clover hay, which is normal.

Following are some Kentucky figures. The estimates shown are below the usual standard.

	Estimated production
Corn	77,059,000 bu.
Wheat	5,030,000 bu.
Potatoes	3,465,000 bu.
Oats	6,375,000 bu.
Tobacco	251,790,000 lbs.
Rye	380,000 bu.
Barley	103,000 bu.
Sweet Potatoes	1,629,000 bu.
Hay of all kinds	1,051,000 tons

Tennessee Division

The Tennessee division is so located in the agricultural world as to enable it to give to the market a certain percentage of almost every food product, merging into the wheat country on the north and into the cotton plantations on the south, with a happy medium of such staple farm products as corn, oats, hay, rye and barley.

During June and July, this year, the indications were that there would not be an abundance of any of the farm products on account of drouth, but since that time the rains have been very generous over the entire district. Indications are that there will be enough of every staple crop grown in the district, and the farmers are enabled to face the future with a light heart.

The corn crop of the current year promises the largest aggregate yield, as well as the largest yield an acre, of any crop grown during the last several years, according to Ed E. Williams of Newbern, Tenn., one of Dyer County's most successful farmers. There will be a large marketable surplus of corn after providing for home consumption.

The cotton acreage is the smallest—not more than 30 per cent of normal—grown during the last decade.

The area seeded to winter wheat during the fall of 1920 was the smallest for several years, and the yield was reduced by drouth in the spring and early summer months. The amount of wheat produced, however, was probably sufficient to meet the requirements of local millers and allow the shipment of a small surplus to other sections. The average yield an acre of wheat was only around 12 bushels, but the quality is high.

The acreage of oats was larger than for several years, but poor stands were caused by excessive rains during the seeding period and the yield was reduced by drouth during the growing period and harvest. Notwithstanding the conditions named, oats have been shipped and a sufficient quantity retained on the farms to supply seed for the 1922 planting.

Hay (clover, timothy and red top) is about 50 per cent of a normal crop in quantity,

but the quality is high, as dry weather prevailed during the entire haying season.

The berry yield was reduced 50 per cent by late frosts, but those that were marketed were of superior quality and sold at a good price. There was an increase of approximately 70 per cent in the amount of berries loaded for shipment.

Mississippi Division

Although the Illinois Central has helped to preach diversification of crops on the Mississippi division, the main agricultural crops are still classified as cotton and corn. While the acreage in cotton has been curtailed somewhat, there is still going to be an average crop harvested. Also there is an abundant crop of corn throughout the entire state.

It is estimated that, if no unforeseen conditions arise, the corn crop will aggregate 95,000,000 bushels. Computing ear corn at 70 pounds a bushel, this is equivalent to 3,325,000 tons. If this amount of corn were loaded into cars for movement, basing the tonnage a car on the cubical capacity of ear corn, it would take approximately 118,000 cars to transport this one commodity alone to market. This amount of corn moving would be equivalent to 2,969 trains of 40 cars, 2,000 tons to the train; if handled at the rate of 10 trains a day, it would consume 297 days in handling.

The present estimate on cotton is 1,000,000 bales. To transport this amount of cotton to concentration points for compressing, double decking and loading 40 bales of flat cotton into a car would require 25,000 cars to handle it. To transport this number of cars, at the rate of 10 trains a day, would require 373 trains, 67 cars, 2,000 tons to the train, consuming 37 days to handle from points of origin to compresses.

It is estimated there will be between 75,000 and 80,000 bushels of sweet potatoes raised and marketed. The handling of sweet potatoes to the curing plants will require but little railway transportation, as the plants are in sections of Mississippi where the climate is adaptable to raising potatoes. After being kiln dried, these will be shipped to various markets.

The sandy soil in North Mississippi, and especially in Yalobusha County, around Coffeeville and Water Valley, is known as the most fertile watermelon section in the state. From the Fourth of July to the first of September, the streets of Water Valley and adjacent towns within a radius of 50 to 75 miles are lined with trucks and other vehicles loaded with melons for local consumption. To date 15 cars of melons have been shipped from Water Valley to other points in Mississippi. One of the cars of which particular note was made contained 1,300 melons, ranging in weight from 25

to 60 pounds each. After paying the freight charges on this car from Water Valley to another station in Mississippi on the Illinois Central, a distance of 150 miles, the farmer raising the melons netted a profit of $300.

Louisiana Division

The beginning of the planting season was somewhat unfavorable, due to excessive rains, which retarded preparation of the ground. Late frosts and unusual cold waves after early crops were planted did considerable damage; in fact, very little early corn was made.

Then the tide changed to a hot and dry spell, damaging corn, hay and oats, but at the same time helping the cotton, as the boll weevil cannot thrive in dust.

It is estimated we will have a short corn and hay yield, but the cotton, barring the reduced acreage, should yield a fair crop. The average cotton yield an acre will probably be ¼ to ½ bale of 500 pounds.

There is considerable activity in this section this year on fall vegetables. This is principally due to the short crops of corn and hay. We expect several carloads of beans and sweet potatoes will move to the northern markets.

Vicksburg Division

For several years extensive experiments have been made by state and county institutions, as well as by progressive private individuals. These experiments have proved that the Mississippi Delta can produce as good a quality and as large a yield an acre of feedstuffs, especially corn, hay (including alfalfa), peas, oats, as well as beef, sheep, hogs, poultry, vegetables, etc., as are produced anywhere in the United States.

This year, for the first time on record, the planter has made a sufficient crop of corn, hay, oats and other feedstuffs to enable him to take care of his requirements for the next twelve months, also a considerable quantity of beef, mutton, pork, poultry, vegetables, etc.

The yield and quality were beyond expectations and of a grade as good as or better than that heretofore purchased elsewhere; therefore, the Delta planter will be able to carry on until next season, when it is anticipated that conditions will have improved to such an extent that he will enter upon an era of continued success and prosperity.

The cotton acreage this year has been materially reduced on account of the surplus carry-over, but the general average and condition of the staple is good, with early and clean picking. The quality should insure a fair price and bring the planter a sufficient amount to enable him to discharge his most urgent obligations and prepare for the next season, when an average crop and

price will put him in a more permanently prosperous condition than he has ever been before.

New Orleans Division

The lay of the land and the character of the soil here are such as to encourage diversification in the greatest degree.

In Mississippi are thousands of acres of hill land on which the grass grows in ample quantities to furnish sufficient pasturage for many head of stock. From year to year we observe stock raising on a larger scale Again our line encourages this industry by improving the handling of shipments. Only recently a shipment of fifteen cars from Natchez and Gloster, Miss., were moved to the St. Louis market without stopping for feed and water en route, only thirty-two hours being consumed in covering the entire distance. While this movement is not an exception as far as our line is concerned, it has been given considerable publicity by the stockmen.

In the past few years truck farming has increased to an enormous extent. In 1920 we handled 557 cars of truck, compared with 960 to date this year. In the vicinity of Utica, Miss., a banner crop of tomatoes was grown this year. The favorable weather caused a heavy yield and early maturity, which brought an excellent price. This enabled the majority of the planters to retrieve the greater portion of their losses in cotton during recent years from the depredations of the boll weevil. Reports from the various truck growers' associations indicate that the acreage will be practically doubled in the coming season.

Our line alone in the 1920-1921 season handled 44,094 tons of sugar cane, and in the 1920 season 378 cars, or 121,990 sacks, of rice. This year, however, there is a noticeable decrease in the rice acreage in favor of sugar cane. From the present indications we will have a banner crop of cane this year.

The business depression in commercial lines has resulted beneficially for the planters in at least one respect, by enabling them to obtain ample labor at a nominal wage to work and harvest the crops. The news of the success of our planters in stock raising, as well as with tomatoes and beans, is spreading rapidly over the entire territory in this vicinity.

BOOST FOR SAFETY

Above, two coming railway men, live wires of the transportation and mechanical departments of the Louisiana division in the "Safety First" campaign. The shorter one, on the left, is Arthur Sidney Bouysou, son of M. A. Bouysou, general mechanical foreman at the Gwin, Miss., terminal. The other is Walter Wicker, Jr., son of Walter Wicker, general yardmaster at Gwin. The picture was snapped in the park at the Gwin telegraph office, one of the beauty spots of Gwin, which was made possible, according to Mr. Bouysou, by the efforts of J. J. Desmond, former Louisiana division roadmaster, now roadmaster of the Chicago terminal division.

Remember
September!

Springfield Division Veterans Hold First of Their Social Meetings

General Superintendent W. S. Williams Principal Speaker at Successful Gathering Near Clinton, Ill.

THE first semi-annual social function of the Veteran Employes' Association of the Springfield division was held Sunday, August 14, as a picnic at Weldon Springs, near Clinton, Ill. All worries were cast to the wind that day, and the veterans gathered with their families and friends for a few hours of friendly talk, entertainment and exchange of ideas. About four hundred persons attended the outing.

The crowd assembled at the Clinton passenger station at 1 o'clock that afternoon, while the Junior Band of that city filled the air with music. When this organization of boy and girl musicians had played for half an hour, enthusiasm reached a high pitch. A special train left the Clinton station at 1:30 o'clock, carrying most of the crowd. Others went in automobiles. The Junior Band arrived at the grounds before the majority of the assembly, and immediately started another concert.

A Get-Together Organization

"Inspired by the thought that 'All work and no play makes Jack a dull boy' and that the coming together on a common ground of acquaintance would lead each of us to live a more contented life, the veteran employes of the Springfield division of the Illinois Central Railroad formed this organization," said Superintendent C. W. Shaw, president of the association, at the close of the band concert. He expressed his appreciation for the large attendance, and told everyone to have such a good time that

General View of the Grounds

the day would be long remembered. E. I. Day, county clerk of De Witt County, acted as chaplain.

Mr. Shaw then introduced W. S. Williams, general superintendent of the Western Lines, as the principal speaker of the day.

"Association of this character is just what has bulit up the wonderful organ zation of the Illinois Central System today," Mr. Williams said. "The friendship of the officers and employes, the co-operation of the rank and file, enables the Illinois Central Railroad to maintain its place as foremost among the railroads of the country," he continued.

Praise for the Wives, Too

Mr. Williams reviewed his own service, from thirty-three years ago, when he was a brakeman on the Springfield division, up to the time of promotion to his present position. He praised the pension system of the company. In conclusion, he declared that the wives of the employes deserve as much credit for their success as the men themselves do. "They have put in just as many hours as you have, and it has been in the best interest of the company, too. When you men are called to duty early in the morning, your wives get up at the same time to start you on the new day with good wholesome food. Then when you return from work, they have your homes cheerful and inviting," he said.

"It takes all of us for the Illinois Central System to be operated successfully," Mr. Williams concluded.

J. H. Lord, district passenger agent, with offices at Springfield, Ill., was the next speaker on the program. He spoke highly of the possibilities of the organization, and said that he felt that it was an honor to be recognized as a veteran employe of the Illi-

nois Central. Mr. Lord reviewed the public relations work of the company, and told of the great good that was resulting from co-operation with the public. He kept the gathering in laughter with jokes of his own and others' experiences in railroad service.

A Wonderful Lot of Food

It was 3:30 o'clock when the speakers finished, and it was announced that the next thing on the program would be "eats." There were hundreds of baskets bulging with food. Tables were set, papers were spread upon the ground, and all started to eat as one large family. The food excelled in quantity, quality and variety. Chicken, fried to a crisp brown, was piled in great heaps. There were home-made rolls, salads, beans, pickles, tomatoes, potatoes, cakes, preserves, coffee and too many other choice dishes to mention.

After the meal, games and contests furnished amusement. There was a tug-of-war, with five sturdy men at each end of the rope. The winning team received a prize of $5. A wheelbarrow contest for the women proved to be one of the best entertainments of the afternoon. In this, each contestant received a stake with her name written on it. Then she was blindfolded, led to a wheel-barrow and told to go straight to a peg about twenty-five yards directly in front of her and to set her stake where she stopped. The start was usually perfect, but before many steps were taken, there was a slight shift to one side or the other which resulted in a final position far from the goal. Some made complete circles, and others turned around and went back of their starting point. In only two or three instances did the contestant come within a

The executive officers of the Veteran Employes' Association according to the numbers in the picture are: (1) Treasurer, Roy Warrick, chief accountant, Clinton; (2) vice-president, W. J. Brewer,, locomotive engineer, Clinton; (3) president, C. W. Shaw, superintendent, Springfield division, Clinton, and (4) secretary, C. H. May, assistant chief clerk to the superintendent, Clinton. These four men, together with (5) George Wilson, locomotive engineer, (6) H. S. Macon, train dispatcher, and (7) E. I. Day, county clerk of De Witt County, constituted the arrangement committee for the picnic.

few feet of the peg. A 12-year-old girl won the $5 prize.

Even a Greased Pole Contest

Then there was a greased pole contest. Extending out over the lake was a long, slender and exceedingly smooth pole. It had been thoroughly greased. On the extreme end was a $5 bill for the boy who could climb out and get it. So thoroughly had the pole been greased, even a start seemed to be impossible. With some experience and practice, however, the boys were able to climb out a little farther each time, and finally one got to the end, reached out his hand for the coveted prize, touched it with his finger-tips and began to slip. With a frantic effort, he lunged at the bill, clinched it with both hands and fell head-first into the water.

Special trains carried the picnickers back to Clinton, Havana and Rantoul.

The next social function of the association will be held during February, 1922.

The Veteran Employes' Association of the Springfield division is the first organization of its kind on the Illinois Central System. The employes on that division discussed the proposition several months before the first meeting was held June 19, 1921.

Those Eligible to Membership

According to the constitution made on that date, any employe who has been in the service of the Illinois Central System or affiliated lines fifteen years or more may make application for membership. The application must include a record of service and should be made on a blank prescribed by the president and secretary.

Any employe who has had service on the Springfield division and whose qualifications have been recognized by his promotion to the rank of a general officer is entitled to honorary membership. Employes retired from active service may be made members without assessment of fees or dues.

The object of the association, as laid down in its constitution, is to promote social intercourse and foster a fraternal feeling among its members.

The officers elected at the first meeting are: President, C. W. Shaw, Clinton; first vice-president, William Brewer, Clinton; second vice-president, M. Sheahan, Rantoul; secretary, Clarence May, Clinton; treasurer, Roy Warrick, Clinton; executive committee, John Burke, fireman, Springfield; G. W. Rollins, agent, Moweaqua; J. E. Phelps, conductor, Rantoul; Joseph Frey, section foreman, Alhambra; Arthur Clause, conductor, Springfield; John Stokes, boiler foreman, Clinton, and Ralph Clemens, yardmaster, Clinton. George Wilson, H. S. Macon and E. I. Day assisted these officers in arranging for the first picnic.

Superintendent Shaw said that he was very much encouraged by the first outing of the association, and hoped that the idea would spread to the other divisions of the system. "The organization is not simply for the enjoyment of its members," he said. "The company is sure to get just as much good out of it as the employes."

ACROSS THE BORDER

Herewith we have Illinois Central engine No. 37, recently purchased by the National Railways of Mexico, drawing a Mexican passenger train across the border at El Paso, Tex., on August 4, 1921. This was the first train to cross in more than eight years, since June 4, 1913, according to the September issue of the *Santa Fe Magazine,* to which we are indebted for the photograph and story. Engineer Jose Maria Munoz had the distinction of being the engineer on this train. Munoz, until four months ago, was a hostler in the Santa Fe shops at El Paso. The engine was gaily decorated. Photo by Cleo.

Judge Robert S. Lovett Takes Up Problem of Railway Consolidation

Illinois Central Director Shows Difficulty of Governmental Action Prescribed by Transportation Act

The following article by Judge Robert S. Lovett, member of the Board of Directors of the Illinois Central System, is reprinted from the August issue of The World's Work by permission of Doubleday, Page & Company, the publishers.

THE Sherman Anti-Trust Law, enacted July 2, 1890, was construed by the supreme court to prohibit absolutely the consolidation or common control of competing railroads, and this was the law of the national government for nearly thirty years. This policy was reversed by the great Transportation Act passed by Congress on February 28, 1920, to the following extent: It provides that the Interstate Commerce Commission shall, as soon as practicable, prepare a plan for the consolidation of the railway properties of the United States into "a limited number of systems," and that in working out such a plan, "competition shall be preserved as fully as possible, and, wherever practicable, the existing routes and channels of trade and commerce shall be maintained."

Act Makes Conditions Understood

The act then specifically authorizes two or more railway companies to consolidate into one corporation for the ownership, management, and operation of the properties theretofore separate, but only on the following conditions:

1. The consolidation must be in harmony with the complete plan of consolidation previously outlined by the commission, as required by the act.

2. Bonds at par of the corporation which is to become the owner of the consolidated properties, together with the outstanding capital stock at par, shall not exceed the value of the consolidated properties as determined by the commission; and the commission is required to proceed immediately with the ascertainment of the value of the properties involved upon the filing of the application for such consolidation.

3. Application for the consolidation must be presented to the commission which, thereupon, shall notify the governor of each state in which any part of the properties is situated, and also the carriers involved, of the time and place for public hearing of the matter. If, after such hearing, the commission finds that the public interest will be promoted by the consolidation, it may authorize the consolidation with such modifications and upon such terms and conditions as it may prescribe, "the law of any state or the decision or order of any state authority to the contrary notwithstanding."

No Conflict With Anti-Trust Laws

The act further provides that the carriers affected by any order of the commission authorizing a consolidation and any corporation organized to effect a consolidation approved and authorized by the commission, "shall be, and they are hereby, relieved from the operation of anti-trust laws . . . and of all other restraints or prohibitions by law, state or federal, insofar as may be necessary to enable them to do anything authorized or required by any order made" under and pursuant to the act.

The act also empowers the commission, after hearing, to authorize the acquisition by one carrier of the control of any other carrier or carriers, "either under a lease or by the purchase of stock or in any other manner not involving the consolidation of such carriers into a single system for ownership and operation," whenever the commission is of the opinion that the same will be in the public interest. There is, of course, a well-defined difference in law between control of one railway company by another through ownership of stock by lease, and the "consolidation" of such companies. But it is not necessary to go into that distinction here further than to say that mere stock control, or lease, leaves

the separate corporate entities in existence, whereas consolidation merges all into one. It is undoubtedly the purpose of the Transportation Act to permit consolidations only under the two fundamental conditions specified: (1) They must conform to a plan first to be worked out and adopted by the commission for a consolidation of all the railways of the United States "into a limited number of systems"; and (2) the aggregate of the capitalizations of each system consolidated must not exceed in par value of securities the value of the consolidated properties as the same shall be appraised by the commission.

Commission to Work Out Plan

It follows from this that while control of independent lines here and there may be obtained through purchase of stock or by lease, if the commission shall be convinced that the public interest will be thereby promoted, yet no railway consolidations can be effected until the commission works out tentatively, and after many hearings and revisions finally adopts, a plan for dividing all the railroads of the United States into "a limited number of systems." The task imposed upon the commission by Congress is exceedingly difficult. Adequate transportation should be the first, not to say the sole, object. The relative value of the existing properties to the different sets of stockholders who own them is, of course, an essential consideration, and will be made so by the courts if not by the commission; but the act requires the commission also to take into account the future values of the several systems to be created. I fancy that the commission will be particularly embarrassed by that requirement of the act which provides that:

> The several systems shall be so arranged that the cost of transportation as between competitive systems and as related to the values of the properties through which the service is rendered shall be the same so far as practicable, so that these systems can employ uniform rates in the movement of competitive traffic and under efficient management earn substantially the same rate of return upon the value of their respective railway properties.

To Make Strong Help Weak?

What does this mean? Taken literally, the provision is absurd. But let us read it broadly, and adopt the most helpful construction the language will allow. Line A was well located with reference to grades and traffic, wisely planned and constructed, evenly developed with respect to division terminals, engine facilities, and repair shops, and with double tracks and other means of economically conducting its business, while line B was less advantageously located, has a longer and more circuitous route, traverses a rougher country, has heavier grades, cost more money than the other, has been unevenly developed, lacks adequate or wisely located division terminals, shops, and other necessary facilities, and cannot possibly be operated as economically as line A. Now the statute quoted seems to require that the "cost of transportation as between" these two systems and "as related to the values of the properties through which the service is rendered" shall be the same, so far as practicable, "so that these systems can employ uniform rates" and "earn substantially the same rate of return" upon their value. To accomplish this would indeed be a

Displayed the New Cars

Conductor J. A. Maxwell, who runs between Jackson, Tenn., and Fulton, Ky., recently picked up some refrigerator cars at Fulton to be set out at Idlewild and Milan, Tenn., for loading. Three of these refrigerators were new and had just been placed in service. They were very much more attractive than the other freezers in his train.

Having an eye for business and working to the interest of the company, he decided that the new refrigerators would probably attract the attention of shippers at the *competitive* points. Therefore he set out the old refrigerators at Idlewild and carried the new ones to Milan, notwithstanding the fact that it was more convenient for him to set out the new refrigerators at Idlewild and carry the old ones to Milan. This care resulted in the securing of two cars of competitive business.

The shippers had already begun loading one car on the competitive line, but after noticing the new Illinois Central refrigerators, they directed that the shipment be placed in the Illinois Central car. Another shipper trucked a carload of competitive business several miles to Milan in order to get it in the new Illinois Central car.

This is one instance which illustrates the various means used by employes on the Tennessee division to obtain additional traffic for *their* system.

miracle. Standing as above described, the lines are obviously unequal in value and efficiency. Line A has more business, can render better service and, therefore, will get more competitive traffic and can handle it at less cost than line B. The only way by which the apparent object of the statute can be accomplished is to handicap and weight line A by merging it with some inferior line and then help line B by merging it with some better line, thus creating two new systems of average value and efficiency; and this, as I understand, is precisely the object of the statute—to burden the strong with the weak lines and support the weak. The natural effect of the object thus sought would seem to be to lower the standard of credit, and therefore of service, of the strong lines and raise the standard of the weak to a common level. But whether the process will merely lower the general average of railway credit and service, or whether it will result in wrecking the strong together with the weak lines, remains to be seen. Our railway history is well strewn with wrecks of strong companies through overloading with unprofitable consolidations and extensions.

A Number of Difficulties

At all events, the plan will be very difficult to work out practically. Strong lines and weak lines do not always lie end to end where they may be united into a continuous system. More often they are side by side and interlace so that they compete in service and facilities, which is vital to the public. Then, there are sections where all, or most, of the lines are strong, and other sections where all are weak. And not the least important to railway credit is the problem of relative values. The owners of the successful lines certainly will object to taking on the burden of the failures except at their actual values, and the owners of the unsuccessful lines, finding support in the policy of the government to sell their lines, will be stimulated in the price they ask. And the owners of the successful lines will resist to the last resort the basis of valuation which the commission's bureau of valuation has adopted, namely, the supposed cost of reproduction of the properties, less depreciation. That method tends to value line A at less than line B because a line wisely located with low grades and a shorter route (probably being the older and having the choice of routes) may cost much less than line B with a circuitous route, constructed through rough country, with heavy grades, etc., and yet line A would be immeasurably more valuable to its owners.

Might Reduce Stock and Bonds

Another difficulty, but of a different kind, in the way of consolidations under the statute as it stands, arises from the requirement that "the bonds at par of the corporation which is to become the owner of the consolidated properties, together with the outstanding capital stock at par of such corporation, shall not exceed the value of the consolidated properties as determined by the commission." This means that if the commission should determine that the aggregate value of the several systems to be consolidated is less than the aggregate par value of the stock and bonds outstanding, then consolidation could not be effected unless and until the outstanding stock and bonds were reduced accordingly. With these securities already outstanding in the hands of investors, how would this be accomplished? Would the owners voluntarily scale them? It is not apparent how they could be paid off, because this probably would involve the necessity of issuing more securities for the money with which to pay those to be retired. Moreover, it would necessarily involve acceptance of the valuation placed upon the property by the commission, which might be considerably less than the owners believed it to be worth. It seems unlikely, therefore, that any consolidations will be effected voluntarily where the valuation placed upon the property by the commission is less than the aggregate amount of securities outstanding. The provision, therefore, is worse than useless, for where it is applicable, the parties simply will not consolidate.

Occasion for Endless Negotiation

There is nothing in the act making consolidation compulsory. It is left optional with the carriers, although press reports some months ago credited Senator Cummins, the originator of the idea, with a purpose to seek an amendment of the law, making such consolidations obligatory. So long as it is voluntary there is an almost boundless field for negotiations among the carriers respecting the terms upon which they will consolidate. When it is proposed to consolidate roads A, B, and C, each with its separate properties and sep-

arate groups of stockholders, into a single corporation with the properties in a single ownership and with a single body of stockholders, it will first be necessary for the three sets of stockholders to agree upon the relative value of their properties and the relative value of their stock, not only with respect to the theoretical equities, but as to the actual income in the way of dividends. It is evident that here is occasion for almost endless negotiation. Agreement will not be facilitated by the knowledge that the partners are not choosing each other, but that the choice has been made for them by the commission. Nevertheless, it is quite likely that agreements will be reached in some cases and a number of voluntary consolidations may be effected in time.

Can Consolidation Be Forced?

But if the consolidations laid out by the commission pursuant to the requirements of the act are not effected voluntarily, may the government, by further legislation, compel the carriers to enter into them? Undoubtedly the government may, through eminent domain or other exercise of its sovereign functions, expropriate and acquire the direct ownership of any or all railroads in the United States. If taken free of existing mortgages, that would require a vast sum—perhaps twenty billions. Or the government may, by the exercise of like power, get complete control of the roads—not by taking title to the physical properties—but by acquisition of the stock which gives control of the corporations; and, through the corporations, it could control and manage the physical properties. But if the government should merely acquire the stock, it would obtain control subject to the bonds—whereupon, as a practical matter, all railway bonds—the good and the "near-good"—would, in effect, become government bonds, as the government would have to pay the interest to prevent foreclosure.

Government Would Have to Pay

But whatever the method, if the government acquires the railroads, it must pay for them, and it must pay in cash where the owner demands it. The government cannot compel the stockholders of company A to accept in exchange for their property the stock of company B, or any other company. If the government should acquire merely the stock, thus taking the property subject to all existing mortgages and bond issues, however excessive as regards the value of the security, then the amount of cash required would be comparatively small. Having thus acquired control of all the railroads, the government, through appropriate legislation, could erect out of the whole as many separate systems as desired; and, with much or little regard for previously existing systems, it could incorporate a separate company for each system, issue as much stock as deemed proper, and, by selling—if it could—the stock to investors, transfer the railroads back into private hands.

It is not impossible, therefore, for the government to force the policy of consolida-

The Station Agent

The much-abused railway station agent, whose duties are many and varied, plays an important part in the operation of a railroad. At the smaller stations he is almost all if not quite the railroad. According to his handling of the patrons, the public and fellow employes, the railroad is generally either liked or disliked. Small favors shown citizens are nearly always returned many times, besides establishing a good fellowship and making the agent's duties pleasant.

If an old farmer coming for his freight, driving from five to ten miles in the country, reaching the station and calling for his freight a few minutes after hours, while the agent is still around, is told he is too late and will have to call again, his thoughts will be none of the most pleasant toward railroads and agents in general. If called upon to sit on a jury in a railway case, he will likely be anything but unbiased toward the company.

In our handling of subordinates, we note that their observation of our own loyalty, attention to duty, proper application of rules, right treatment of those under us and courtesy toward our fellow-workers has the proper effect. This makes our duties and those of everyone around us a pleasure.—J. COOPER, *Agent, Wilson, La.*

tion of all the railroads of the United States into a "limited number of systems," as contemplated by the act. This would involve the government in a very large debt to provide the money for carrying out the plan, and it is, to say the least, extremely doubtful whether the government could then resell the stock of the consolidated companies for enough to pay the debt thus incurred. There is no reason to suppose that there would be a readier demand and better prices for the stock of the consolidated companies than the average for the present stocks. Average of values through consolidations would theoretically strengthen the weak lines, but, on the other hand, it undoubtedly would weaken the strong lines. But no one knows the market result of such averaging. There are many large holders of railway stock now who, if once bought out, might prefer to stay out.

Competition the Best Plan

Instead of having the commission evolve a plan for forcing all of the railroads of the United States into arbitrarily formed groups, it would be far better for the laws to provide for voluntary consolidations from time to time, subject in each case to approval by the commission after full public hearing. Then the carriers could enter into negotiations with much better prospects of agreeing upon terms unembarrassed by a prior finding of the commission that they must consolidate. I have never faltered in the belief that competition in service and facilities is the best railway policy for the public, and, therefore, I am not in favor of the consolidation of large, competing systems. But there are many short lines and roads of subsidiary importance that might be merged into other systems that would improve their efficiency and extend the field of competition between large systems in the interest of the public. This country owes most of its great railway systems to wise consolidations as well as to construction. None of the great systems as they exist today resulted wholly from construction by a single company. Along with construction of main lines went the policy of extension by purchasing or absorbing connecting lines—sometimes competing lines. This policy, however, as already pointed out, was stopped by the Sherman Anti-Trust Act in 1890, and the consolidation of competing lines ceased many years ago to be revived, if at all, only under the Transportation Act of 1920. I have no doubt that many consolidations ought to be effected in the public interest, but they ought to be natural and evolutionary. They should be dictated by considerations of transportation alone and the needs of the particular case. They should be a natural growth and development of our transportation systems, just as were the earlier successful consolidations which resulted in the creation of the existing successful systems. They should not be forced arbitrarily, and least of all should the really efficient lines, which handle the great bulk of the nation's traffic, be loaded down with the inefficient. But under the new law no such consolidations are possible until the commission shall have worked out and adopted a plan for the consolidation of all the railroads for the United States into a "limited number of systems" and that probably will require much time.

The Best Interest of the Public

And, after all, what is to be gained by the consolidation of all the railroads of the country into a "limited number of systems," as the new law contemplates? There would remain still the question of the present day —whether railway securities with unrestricted government regulation of both rates and wages are a desirable investment. Indeed, my own judgment is that, if all the railroads shall be consolidated into a small number of large systems, as contemplated by the act, to compete with one another, it will be but a few years thereafter until we have "strong" systems and "weak" systems again, just as now, differing only perhaps in the size of the systems, which in case of failure will only add to the magnitude of the disaster. Weak lines and strong lines are an incident to and an inevitable result of private ownership and competition; and we may as well choose first as last between private ownership with strong and weak lines and other incidents of competition, or government ownership with all that attends it. I am for private ownership and competition in service and facilities as being for the best interest of the public. If we are not willing to

take what comes with it—the bad as well as the good, the strong lines and the weak lines, success for some and failure for others—then we should come at once to the other alternative of government ownership. We cannot expect to have all the benefits without any of the burdens of either plan. If we would be rid of the financial disabilities of the weak lines, then we must give up the benefits of competition in service and facilities. If, as some insist, remote and thinly settled sections must have as good and as cheap transportation as the more populous and prosperous, then the government must provide it. But if each locality is to have just such transportation as its traffic will justify and is to pay for what it gets and get what it pays for; if enterprise, efficiency and ability are to be encouraged in the field of railway development and operation as heretofore; if each investor in railway property is to have the rewards and take the losses that justly appertain to his venture as in all other lines of business; if the public generally is to have the service and facilities and the incentive to progress that competition brings about, then private ownership and operation under national government control and regulation, as at present, should be the policy.

How the Dollars Can Run Out the Faucet

The following table, compiled in the office of C. R. Knowles, superintendent of the water service, shows how a waste of water can cause a waste of coal. The elimination of water waste co-ordinates with fuel conservation. The vigorous campaign of the water department in recent years has cut down to a great degree the waste of water, and it is hoped that the interest in fuel conservation this month will do much toward eliminating this waste altogether.

AT 40 LBS. PRESSURE. Size of Leak	Water Wasted per month	Approximate Time in Which 1,000 gallons escape	Cost at 20c per 1,000 gallons Per day	Per month	20 lbs. of Coal per 1,000 gals. Lbs. of Coal Wasted Per day	Per mo.
Very thin stream, 1/32" (Small leak in faucet.)	4,711 gals.	7 days	$0.0285	$ 0.94	3	94
Thin stream, 1/16" (Badly worn faucet washer.)	18,844 gals.	1¾ days	.11	3.68	125	376
Eighth-inch stream (Overflowing toilet flush.)	75,375 gals.	10 hours	.45	15.07	50	1507
Quarter-inch stream (Small faucet left open.)	301,500 gals.	2½ hours	1.92	60.30	201	6030
Three-eighths-inch stream (Large faucet open.)	702,000 gals.	1 hour	4.80	140.40	468	14040
AT 80 LBS. PRESSURE.					30 lbs. of Coal per 1,000 gals.	
Very thin stream, 1/32" (Small leak in faucet.)	6,027 gals.	5 days	.04	1.20	6	181
Thin stream, 1/16" (Badly worn faucet washer.)	24,109 gals.	1¼ days	.15	4.82	24	723
Eighth-inch stream (Overflowing toilet flush.)	100,437 gals.	6½ hours	.76	21.28	106	3193
Quarter-inch stream (Small faucet left open.)	425,750 gals.	1¾ hours	2.85	85.15	425	12772
Three-eighths-inch stream (Large faucet left open.)	996,000 gals.	¾ hour	6.40	199.20	1039	30880

A Hospital That Is Like a Home Belongs to Company at Paducah, Ky.

Illinois Central Establishment, a Pioneer in Railway Efforts of This Sort, Dates From January, 1884

TO the old employes of the Illinois Central Railroad, particularly those employed in the territory covered by and adjacent to the Kentucky and Tennessee divisions, the history of the Illinois Central Hospital at Paducah, Ky., is well known. In the early days when this hospital was established, hospitals were rare, and the beneficial results obtained from this institution extended a wide influence.

The original hospital was established in January, 1884, upon the request of the employes of the C. O. & S. W. Railroad, before the latter became a part of the Illinois Central System. Colonel C. P. Huntington purchased this property in 1883 and converted it into a hospital, dedicating it to his son, H. E. Huntington. It consisted of a magnificent colonial residence in the center of three acres of ground in the most beautiful part of Paducah. Under the direction of General John Nichols, third vice-president of the C. O. & S. W. Railroad, this building was transformed into a hospital and properly equipped to be used for the benefit of sick and injured employes. Dr. Joseph W. Thompson, chief surgeon, was placed as surgeon-in-charge upon the request of the majority of employes. It was provided that voluntary contributions should support this hospital, which was held under the direction of the Illinois Central Hospital Association.

A Pioneer in Company Hospitals

Additions were made to the original building from time to time, so that adequate and modern hospital facilities were furnished, and long before the inauguration of the hospital department on the entire Illinois Central System, the employes of the Kentucky and Tennessee divisions learned of the benefits to be gained from a hospital association. However, this hospital building, a large frame structure, unfortunately was destroyed by fire on the night of July 10, 1917. It therefore became necessary to provide suitable modern hospital facilities to replace this loss, and the new Illinois Central Hospital at Paducah is the result.

Ninety-pound rail and 190-ton locomotives are easy ways to measure the physical condition of a railroad. Unfortunately, there are no such simple methods of measuring the physical condition of the employes. But as the rails and locomotives need constant inspection and occasional overhauling, so do men. The medical department does its inspection through its medical staff, co-extensive with the system, and occasionally it finds a "Mogul" or a "Mikado" in need of overhauling or repair, and it is necessary to

Front View of the Paducah Hospital

A Rear View of the Hospital

send him to the "back shop." The medical shops are its hospitals. Here is assembled all of the apparatus for assisting in diagnosis and for treatment and here are the skilled physicians and surgeons, assisted by trained nurses—just as one finds the cranes and lathes in the shops, operated by trained mechanics and directed by skilled foremen.

Making a Hospital Attractive

Here the comparison ceases. While the human body may be the most nearly perfect machine ever devised, it is something far greater. The old conception of the hospital was that it was a shop where human ailments were chopped out. The old hospitals were too frequently factories in external appearance, ultimately repellant, odorous and forbiddingly white, from which the curtain, the rug, the picture were all austerely banished as harborers of the pestilential miscrobe. Today we yield nothing to the old type of hospital in the demand for the cleanliness which we are told is next to godliness, but we add much "goodliness." The walls have been metamorphosed from their ugly white cocoon into grays, greens, pinks, blues, buffs and yellows, all in the attractive and soft pastel shades; the windows are curtained; the furniture is attractive and comfortable (even the white bed is taboo); the rugs are of a cheerful tone, and flowers lend their gayety and books their solace. The comforts of a club are provided, to which is added the expert and loving care of doctors and nurses.

Such is the atmosphere created by the newest of the Illinois Central hospitals, that at Paducah. When one sees it first in its setting of large ancient elms and oaks, well back from the street, in its ample site, it creates the impression of being the home of ease and comfort. The vari-toned red brick, the white cornices, the two-storied white entrance porch, or gallery, and the easy way in which the building nestles among the magnificent trees, are reminiscent of the Virginia planter's home. It seems to have been there always.

Gives Impression of a Home

When we enter it is a pleasant surprise to find that we are not ushered into the midst of hurrying nurses and sheeted stretcher carts, but that the lobby carries out the atmosphere of the exterior, as the reception hall of a large home. The simple paneling and cornices decorated in two tones of very delicate gray-green are enhanced by the simple drapes at the windows, the black and white floors, the Windsor chairs and the lamps. The main office and information clerk are directly opposite the main entrance. To the left is the reception room and to the right the out-patients' waiting room, opening directly off of the main waiting room. Each of these has a simple fireplace.

The building is in plan much like a huge turning fork, with the offices in the center and the two prongs facing the south. On the first floor, in the stem of the fork and directly back of the main office, is the

kitchen department; to the left, the negro patients' section; and to the right, the out-patients' examining rooms, the X-ray department, internes' rooms, assistant chief surgeon's office, laboratory, and, in a distant section, the nurses' quarters. The entire second floor is devoted to patients, the east end to private rooms, the west end to twenty bedrooms and wards. The central section of the building continues up an additional story, forming an isolated operating department.

Operating Rooms Well Equipped

Three large operating rooms—with anesthetic rooms, sterilizing and nurses' workrooms, doctors' locker and scrub-up rooms—are fitted with every device for scientific surgery. There are powerful eye magnets, tables for the painless setting of broken bones, powerful lights for emergency night operations, cupboards full of sterile bandages and a room where these dressings are sterilized under high steam pressure to insure that no bacteria are present. In this room, too, we find tanks in which the water used in the wound is carefully sterilized, and others where the basins and instruments are sterilized.

The commodious elevator, operated by a pushbutton, then takes us to the second floor, where we pass through doors which shut out the noise of the elevator from the patients' corridor, and a courteous nurse tells us where we may find our friend. We see a long and wide corridor, terminating at each end in a delightful sun-porch for the convalescent patient. This floor is divided into two parts, each of which is independent of the other except for the main stairs, elevator, serving pantry and linen room, which are common to both. Each section has its own utility room, or more

Attending Staff, Illinois Central Hospital, Paducah, Ky.

Top row, left to right—Miss Mabel Hough, assistant technician; Miss Elizabeth Craig, technician; Dr. Frank Boyd, assistant surgeon; Dr. W. T. Dowdall, assistant surgeon and internist; Miss Sarah E. Dock, superintendent; Mrs. Ethel Iseman, nurse; Miss Ruth Kettler, stenographer; Miss Mabel Moss, bookkeeper and cashier.

Middle row—Miss Sallye Brenton, nurse; Dr. J. Q. Taylor, assistant chief surgeon; Miss Kathryn Skinner, nurse; Dr. V. L. Powell, assistant surgeon and roentgenologist; Miss Lucile Edwards, nurse; Miss Amy Van Horn, operating room nurse.

Bottom row—Miss Amy Longest, operating room nurse; Miss Gladys Collins, dietitian; Miss Anna Darlington, nurse.

properly called nurses' workroom, its own toilets and baths and a fire escape. In the east section is a delightful ward of sixteen beds with exposure to east, west and south. This floor has a few rooms with private baths and a small section devoted to women. The first-floor negro ward section is similar to the portion immediately above it. The nurses' quarters at the extreme east end have their own living room and baths, with the nurses quartered in attractive two-bed rooms, an arrangement that will undoubtedly insure a high quality of nursing service.

Even the Kitchen Is a Delight

The laboratory, the X-ray department and the pharmacy are all completely equipped with the necessary devices for the prevention, diagnosis and treatment of disease, providing all facilities not only for patients in the hospital but also for those who may be well enough to receive treatment as out-patients.

The kitchen, at the extreme north end of the stem of our giant turning fork, is a delight. With a ceiling fifteen feet high, with lofty windows on three sides, and of ample dimensions, it offers a startling contrast to the all-too-prevalent basement hospital kitchen, which is unusually dark, dirty and poorly equipped. The equipment at Paducah includes all of the labor-saving devices, besides a dish-washing machine which not only cleanses but sterilizes the dishes in boiling hot water. Adjacent to the kitchen is a receiving room, where all goods are received, a pantry and the dining rooms for help, nurses and staff. The portion under the kitchen wing provides a basement for additional storerooms and for the refrigerating machine, which cools all of the refrigerators and the drinking water, besides making the ice used in the hospital.

An Absence of Odors Noted

One notable achievement in this hospital is the absence of the hospital odor. We are not assaulted anywhere by kitchen smells, ether disinfectants, and other noisome offenses to the olfactory nerves. This is due to careful planning, large windows and doors with transoms, and the ventilation of the corridors directly to the outside. At points where many odors may be produced, such as the kitchen, utility rooms and toilet rooms, natural ventilation has been assisted by ducts leading to electric fans in the attics, which exhaust the air from these places. Careful thought has been given to the rooms on the second floor, which are likely to be hot during the summer, with the result that these are as comfortable as those on the first floor.

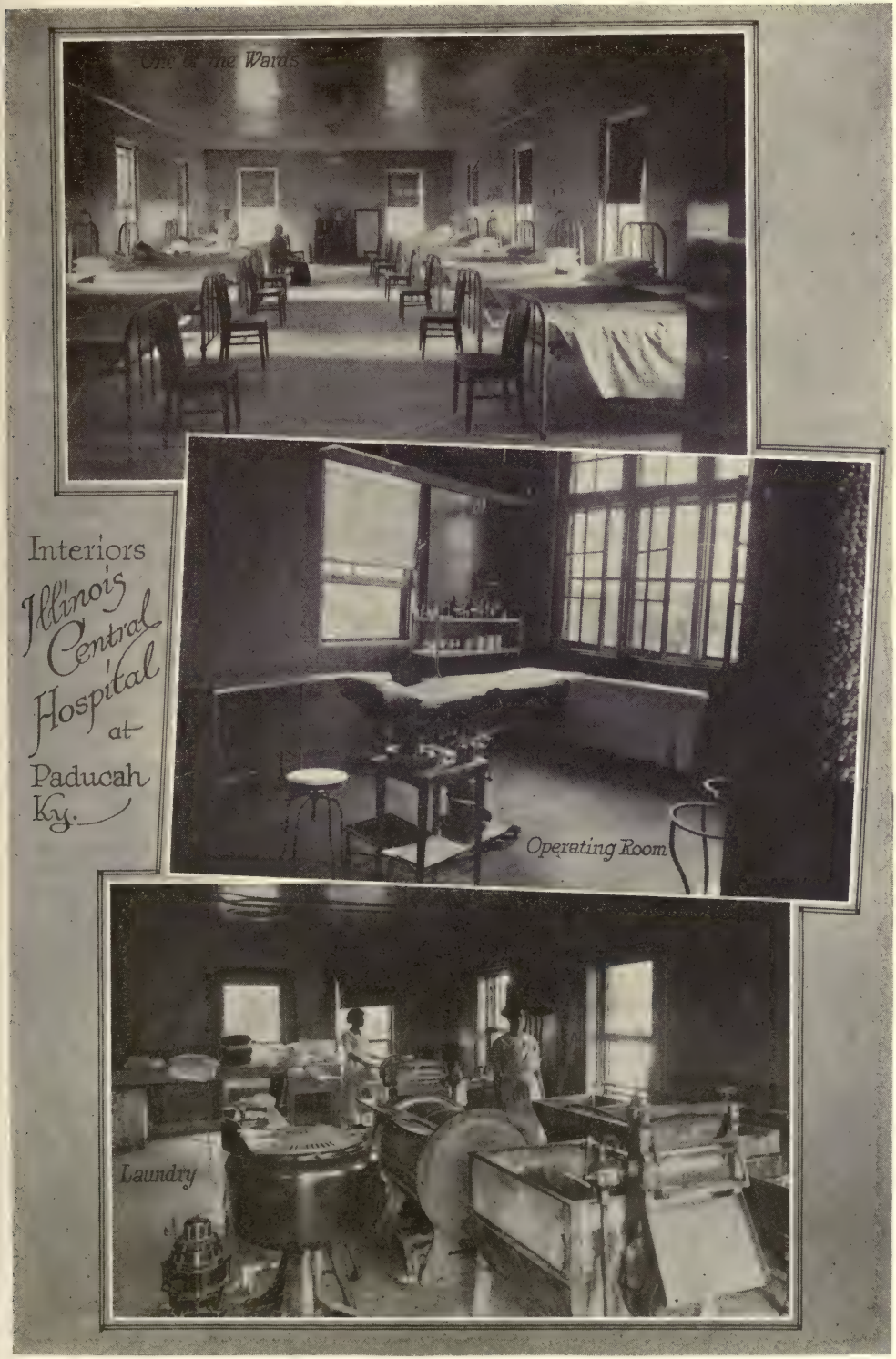
While the mental and physical comfort of the patient has always been a primary consideration, it has not been necessary to sacrifice any of those elements which make for perfect cleanliness and sanitation. The floors throughout are of terrazzo, with bases

Official Relationship

Less than a hundred years ago railroads were just beginning; there were no arguments between capital and labor. Employer and employe knew each other; each knew the other's wife, children, and family history; each understood the other's motive. Loyalty to his employer was often the workman's greatest incentive.

Now the great railway systems of this country represent billions of dollars, and the large army of men and women employed makes it impossible for executives to be personally acquainted with each employe. This I know is a source of annoyance to our executives, and especially to President Markham. He would like to have every employe of the Illinois Central know something of the problems that enter into the business of directing this great railroad to success. He desires to have everybody get the benefit of good suggestions. It is impossible to assemble all the employes. Imparting the problems to those executive officers under him and thence to the rank and file is the best plan we have.

I believe in division get-together meetings and further believe the good influence can be facilitated by local meetings of the heads of departments and foremen under the direction of the agent, where local conditions can be discussed and plans laid for strengthening the organization and increasing efficiency.
—H. R. AUFDENSPRING, *Assistant Agent, Rockford, Ill.*


One of the Wards
Interiors
Illinois Central Hospital
at
Paducah Ky.
Operating Room
Laundry

or mop boards of the same material, with ample coves where they join the floor. The walls are of hard plaster with washable paint. At the ceiling and wall corners the plaster is coved. The window stools are of marble. There is a noticeable absence of wood trim around the doors and windows. The doors are without panels. Everywhere ease of cleaning and the imperviousness of the material have been the primary considerations.

Everything, Even a Garage

Heat is supplied from an already existing boiler room in a separate building, which also houses the laundry. A garage completes the buildings on the site.

The new Paducah hospital, thus rising out of the ashes of one of the pioneer railway hospitals of this country, fittingly takes its place with the older Chicago hospital. In the completeness of its appointments and perfection of detail, it will prove a great boon to those who require it as a result of sickness or injury. To those more fortunate, it should prove a substantial comfort to know that they have at their command, if needed, the utmost that medical science affords and the greatest comforts that man can devise.

The Importance of Proper Containers

By C. W. McKNIGHT
Agent, Paxton, Illinois

We can never expect to get very far in the matter of eliminating the damage and loss to less-than-carload freight so long as the company is compelled to accept freight in the ways prescribed by the rate-making bodies—that is, in containers in which it is claimed to be safe for handling.

For the past several years the material used for the boxing of less-than-carload freight has been of the poorest lumber, and even at that it became so costly that it added a great expense on the price of the goods. Finally they brought out the pulp board container, which is all right for certain articles, but when it comes to handling canned goods in either tin or glass, vinegar in glass, bluing, paint in cans and even hardware, then I think the shippers are overstepping the purpose for which the containers were intended.

If a carton containing bluing, or in fact liquid of any kind, should get even a short drop—and it is liable to happen with the most careful trucker or handler—by falling from a truck, or a little rough handling, there are chances for a bottle to be broken, especially if such a container should fall on its corner. The result is, all the other articles will be damaged, and the carton will become soaked and go to pieces. Once wet, these cartons cannot be recoopered, and consequently there is a greater damage.

My idea of handling less-than-carload package freight is by the use of containers or trunks, to be furnished by the shippers—that is, the wholesalers—which could be delivered to the freight house under seal, the shipping receipt to show what each carrier contains. The carrier would go through to destination and be delivered to the consignee under the same seal. This could be handled in another way, where one shipper makes a shipment to two or more consignees at one point, by allowing the carrier to be opened at the destination station, the agent making deliveries as per mark. This would in no way change the manner of billing or marking, but would serve to guard against the damage caused by rough handling in trains.

These containers could be made of different sizes and of strength that would safely handle the commodity for which they were intended, each wholesaler to use containers most suited for his business. These containers should then be returned at a low rate, if returned empty, but should any of the receivers of the containers so desire, they could fill them with freight, provided the same was shipped to the original owner, in which case they would travel at the regular rate for the articles which they contained.

It is my honest belief that if this was done, even though goods in such containers were handled at a much reduced rate, the company would be ahead of the game, for I believe 50 per cent or more of the bad orders could be eliminated.

In Regulating Business, Why Not Figure That Most Men Are Honest?

Samuel M. Felton, Chicago Great Western President, Asks Question Regarding Governmental Supervision

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By SAMUEL M. FELTON,
President, Chicago Great Western

WHY cannot the government do something to stabilize business, to put the railroads in proper shape, to make prices fair? To make life better?

A little while ago the public was asking for statutes against profiteering. Now a good many industries want to put into effect price agreements under government supervision. Special groups are forming in Congress to guard special interests on economic instead of political lines. It is urged that the government can save, say, the cotton growers or the wheat growers from selling at less than the cost of production; that it can save the cattle men or the exporters. Where once we thought we were through with the government in business, now we begin to find a new and somewhat insidious form of government in business.

The old idea was that the government ought to own transportation and the basic industries. The war pretty well knocked out that idea. Nobody was satisfied with government ownership. It may or it may not have been given a fair trial, which is, in a way, unfortunate; but at the rate at which the railroads were going to the dogs under government ownership the country could scarcely afford the luxury of giving federal management a fair trial—which was fixed by its advocates as a period of five years. Government has made a mess of owning here and everywhere else in the world; it is fairly acknowledged that it has, but the thought persists that somehow the government, even if it cannot manage on its own account, may, by some species of regulation, save each and all of us, particularly each of us, from the consequences of a big war waste and a big war boom.

A Little Difference of Opinion

There is a little difference of opinion as to what ought to be saved. The buyer thought prices ought to be regulated downward, and now thinks they ought to be kept down; the wage earner thinks wages ought to be regulated upward, and the manufacturer and the seller think business generally ought to be stabilized—which is only another way of saying that prices ought to be regulated upward. There is no doubt at all that it would be extremely nice to have all of these things done. But who is going to do them? The government? How? And why do we want them done for us? Have we lost faith in our honesty and ability to do for ourselves?

The situation, although many do not know that it exists, is serious. The tendency to pass the buck to the government is not one that makes for progress.

Why not give ordinary common honesty a fair trial? Why look about for outside remedies when we have the only real remedies within ourselves?

Declaration of Business Independence

I have been in the railway business for nearly fifty years—from the panic year of 1873 to be exact—and in various capacities from rodman to president. I have seen the railroads of the country grow and have been intimately associated with a number of men who made them grow—notably E. H. Harriman, J. J. Hill, J. P. Morgan, and Colonel Thomas A. Scott and A. J. Cassatt of the Pennsylvania—and I have tried to keep my eyes open and to learn something. I have seen both railroads and rates manipulated, but, as was pointed out by Mr. Edward N. Hurley's article in a recent issue of *Collier's*,

I have never seen a railroad attain satisfactory service or pay satisfactory dividends to its stockholders when the major attention of its officers and directors was given to other than honest service. I have seen the growth of innumerable laws and regulations and commissions, state and federal.

These prohibitory and regulatory statutes and commissions have stamped out evil. They have, however, created new evils of their own. Applied to transportation, they have made the management of railroads as much a question of law as of business. They have prevented a great amount of new construction and equipment that was needed, and they have compelled not a little construction and equipment that was not needed, and I think, if all the figures could be collated, we should discover that the costs of regulation have exceeded any supposed savings made to the public by regulation and that the net result of all that has been done to date, as far as the railroads are concerned, has been to put them in a position where they are less able to give good service than they would otherwise have been—where they are less able to pay adequate wages and less able to make a proper return on the capital invested with them.

Our forefathers deemed certain truths to be self-evident; perhaps they were, perhaps they were not. Anyhow, as principles they stand out rather well. And I think we might adopt certain other truths as self-evident. Our experience has made them self-evident. We might think of them as a preamble to a Declaration of Business Independence. I should phrase them something after this fashion:

Eight Truths of Business

(1) The foundation of commercial enterprise is honesty. Nothing succeeds but square dealing. Although it may sometimes appear that dishonesty is successful, its success is only fleeting.

(2) Our country is founded on the presumption that all men are honest. We punish the exceptions to the rule. These exceptions, compared with the whole population, are trivial in number.

(3) It is very wrong as well as very foolish to amend this rule and say all men are honest excepting those in business, with the reservation that if there are any honest men they are not in big business. The theory of regulation proceeds on exactly this unlovely basis.

(4) If we presume that all men are dishonest, there will be no use for regulation because there will also be no honest regulators. And quite aside from honesty, no man or group of men is wise enough fully to order this world. We simply must shut up shop.

(5) Government regulations are almost always made by those who know the least, not the most, about business, and the regulators commonly make more mistakes injuring the public than could the business if left to itself. Honest errors are more disastrous than dishonest ones because they are persisted in to the end.

(6) The government can regulate downward but not upward. It is passive, not active.

(7) We must be active.

(8) Most ideas of government in business, or government regulating business, spring out of the world-old notion that man can manage the laws of nature much better than does the Almighty.

The Railroads a Business Matter

Without going into the vast maze of argument, fact, and pseudo fact with which the whole railway situation is surrounded and confused, look at the railroads as a business matter and look at business generally. Perhaps we can discover that the new tendency is not going to do anyone good and is going to do everyone harm.

Whenever a body of business men meets at a public luncheon or dinner in these days, the principal address will be on business conditions, and the speaker will either learnedly go into the cycles of business prosperity and depression and conclude that we are about out of depression, or he will launch into a learned discussion of what the government ought to do for business. Usually he will say, in almost these words:

"Business, for its own good, must prepare itself for government regulation. The individual can no longer dominate—the public must be protected."

I have heard these or assertions of like meaning in some dozens of addresses dur-

ing the last few years, and usually the sentiments are applauded. An average audience, and especially an audience of business men, is curiously idealistic. The regulation of business, presumably to the end that all parties shall receive entire justice, is abstractly idealistic. And, of course, we each of us consider "justice" from our own viewpoint. It seems good to think that a higher power can step down and straighten out our relatively petty affairs. We visualize the government as a higher power, which it is, but unconsciously we take for granted that there is no difference between higher authority and higher wisdom.

If Jack Jones, whom we have known well since boyhood, is appointed or elected to a governmental office and comes before us at a luncheon or a dinner and announces, a little hazily perhaps—as one who holds state secrets should—that the government proposes to do this or to do that, we cheer Jack and say among ourselves that he is a fine fellow and admit that we always knew that he would do well. We take for granted that Jack knows what he is talking about—which may or may not be a fact. He may merely be out to make a good speech.

Those Statutes "With Teeth"

But the point is that we do admit that the government can help business in a regulatory way and that it can do things for us of a very intimate, personal, helpful nature which we cannot do for ourselves. Do we know what we are talking about? Do we specifically know how, where, or when a government can regulate business for the benefit of the public?

Any regulation which benefits the public in a large sense will benefit business. There is no distinction between them. A regulation which merely restrains business, or which merely restrains or promotes those parts which we term capital, management, and labor, is not usually in the end for the benefit of the public. The railroads, which are the phase of business with which I am most intimate, give a striking example of how regulation, beginning ostensibly for the benefit of the public, ends by hurting everyone, including the public. Special legislation in connection with the railroads (and there have been barrels of it) has not been a benefit to anyone.

Most of us are entirely willing—no, more than that, anxious—to give the fullest support to any measure of business regulation which will benefit the public. Because the regulation punishes some one, it does not follow that it benefits the public, and, fortunately or unfortunately, most of the adventures of the government in the region of business regulation have for their end only the punishment of a group. These are the statutes "with teeth" in them, and usually their intent is to correct an economic swing by fining or putting into jail a few individuals. This is a very common

What Is Success?

We all want to be successful, do we not? It is always your first step that counts for your success. For your own sake, take that step now.

When we look at some immense structure and realize what a big part even one brick plays in perfecting it, we begin to understand how important a part the first step plays in every big accomplishment.

The determination, the will power to be successful—these are the chief factors in producing success. When we conquer our own fears in our own consciousness, we can conquer all circumstances without.

The biggest thing offered us in this great United States of ours is opportunity, and if we expect to be successful we must take advantage of it. We Americans are eager for adventure, and many of our adventures have led to success. Let us mention the world war—a successful adventure. That is why the foreigner finds America so successful, perhaps—he is an adventurer.

We are living in the most wonderful part of the whole universe, America, the land of opportunities. The young American must get ahead to win. He is living in a fast age, striving for success. Set your standard, and go after it; whatever it is, let it mean your Success.—MATILDA K. NAGLE, *Secretary to Roadmaster, Memphis, Tennessee.*

delusion because it is a very satisfying one. It may be recalled that the last administration sent somewhat voluble "flying squads" of lawyers and detectives into various sections of the country and that wherever they went they made quite a fuss and took up a good deal of newspaper space, but I have yet to learn that they did anything toward lowering prices. Other forces, generated by no man-made law and put into effect without appropriations, attended rather efficiently to the lowering of prices.

Danger in Group Regulation

We have seen a great deal of group regulation either by special statute or under the more general authority of the Interstate Commerce Commission and the Federal Trade Commission. We have seen the Federal Trade Commission announce the astounding doctrine in the case of the packers that it is wrong to charge too low a price, that it is wrong to be too efficient in business. They did not phrase their findings in so many words, but that was the sense of them. With the formation in Congress of special groups we are threatened with the possibility of a considerable amount of special legislation, disguised, however, as general legislation. There is a disposition to fool with the economic machinery even to the extent of throwing monkey wrenches into it—and usually because some special interest thinks that its own aims can be promoted.

Usually it is the man or group who cannot produce cheaply who wants to prevent a large competitor from producing too cheaply. Of course the arguments are never put so crudely. They will go to the "protection" of something or somebody. During the era of inflated prices and supposed scarcity the effort was to prevent the harming of the public by charging too high prices. This was a special condition which probably merited specific legal attention—although attention directed to the real point at issue was seldom given.

Under ordinary circumstances the public does not have to be protected from the greed of sellers. The public protects itself—it does not buy. If it wants to buy, it will buy in spite of everything. The Volstead Act is a good example of this. It is not really enforced by police officers; it is enforced by the sentiment of the community. If the sentiment of the community favors prohibition, there is no difficulty about enforcement; if it does not favor prohibition, then the work of the police officers is all but futile.

The Landlords in New York

If we protect for the moment a class by a special statute, it may shortly come about that the supposedly protected class has, with its special laws, become an aggressor class. This has happened with the emergency landlord and tenant laws in New York. These were intended to prevent landlords from charging too much rental during the period of acute shortage of apartments and houses. One section provided that a tenant could not be ousted by his landlord before he found another dwelling. While searching for the new place he could hold his lease at the old rental. In consequence those tenants with advantageous leases have been singularly unable to discover new habitations for themselves. As a result of this law, fewer and fewer tenements are offered for rent and more and more are offered for sale. The man with money who can afford to buy is at a great advantage over the man without money who must rent, and it was this latter class that the statute was supposed to protect.

What is it that we want to regulate in business, and what, if any kind of regulation, will inure to the permanent benefit of the public? It is all well enough to approach every form of regulation with enthusiasm, and there is a cult that does exactly that. It is all well enough to shout against "big business" and to indict it generally without specifying on what ground—but that enthusiasm does not get us anywhere.

No phase of business is perfect. It cannot possibly be, so long as it involves the conduct of human beings, and I think, if you analyze most proposals for regulation and supervision, you will discover that they go to the regulation of corporate beings be-

(Continued on Page 114)

E. I. Rogers' Resignation Brings Changes in Engineering Department

J. E. Fanning Succeeds Iowa Division Roadmaster Who Joins Pekin and Peoria Union as Chief Engineer

AFTER almost exactly five years as roadmaster of the Iowa division of the Illinois Central, E. I. Rogers has left the service to become chief engineer of the Pekin and Peoria Union Railway Company, of which V. V. Boatner, recently superintendent of the Memphis division, is president. J. E. Fanning, until recently assistant engineer in charge of construction work, has been transferred from Chicago to Fort Dodge to succeed Mr. Rogers, effective August 17. W. R. Gillam, who has been assistant engineer, maintenance of way, at Chicago, succeeds Mr. Fanning in the chief engineer's office, and F. W. Armistead of the chief engineer's office is made assistant engineer, maintenance of way.

Mr. Rogers, who was born August 3, 1876, in St. Joseph, Mo., joined the Illinois Central in 1897 as a track apprentice. He has served in nearly every capacity in the engineering department. He was instrumentman and later assistant engineer in the Delta region and served also on the Kentucky, Tennessee and Mississippi divisions. In 1911-12 he was roadmaster of the New Orleans division.

From 1912 to 1916 he was out of the service, in the employ of the Lorimer & Gallagher Construction Company at East St. Louis and also as chief engineer of the Texas City Terminal Company, Texas City, Tex.

In February, 1916, he returned to the valu-

J. E. Fanning

E. I. Rogers

ation department of the Illinois Central. On August 8, 1916, he was sent to the Iowa division as roadmaster, and he has been there ever since. His headquarters in his new position will be at Peoria, Ill. Just before he left the service Mr. Rogers returned to Fort Dodge to find on his desk a gold watch and chain, with the inscription: "Presented to E. I. Rogers; a token of remembrance from the Iowa Division, Illinois Central Railroad, August 15, 1921."

Has Held Several Positions

Mr. Fanning was graduated from the University of Mississippi in 1905. The same year he entered the service of the Gulf & Ship Island Railroad as transitman; in 1907 was promoted to assistant engineer; in 1909 to supervisor of tracks; in 1910 to assistant to chief engineer.

In 1917 he entered service with the Illinois Central as resident engineer at Chicago. In 1918 he was in charge of the construction of the Golconda Railroad at Golconda, now a part of the Illinois Central. In August, 1920, he was transferred by the Railroad Administration to Hattiesburg, Miss., as chief engineer of the Gulf & Ship Island Railroad and Mississippi Central Railroad.

On March 15, at the end of federal control, he returned to Chicago as assistant engineer, handling construction work.

With Illinois Central Since 1899

Mr. Gillam has been continuously in the service of the engineering department of the Illinois Central since January, 1899. He followed the usual line of promotion as chainman, rodman and instrumentman, and was appointed assistant engineer, maintenance of way, Wisconsin division, in 1904.

In 1906 he was appointed resident engineer on double track construction, Atoka to Kerrville, Ky., and in 1907 was transferred to a similar position on construction work at Baton Rouge, La. In 1907 he was appointed assistant engineer, maintenance of way, Memphis division, and in September, 1915, was made assistant engineer in the valuation department.

December, 1916, he was made road supervisor, Memphis division, and in February, 1921, was promoted to assistant engineer, maintenance of way, at Chicago.

Mr. Armistead has been with the Illinois Central since May, 1905, practically all of the tme in various capacities in the chief engineer's office at Chicago.

Smallest Reduction Is in Railway Wages

Wage reductions affecting 4,540,000 workers and averaging 15.9 per cent have been made in twenty key industries since the first of the year, according to a survey just completed by J. L. Jacobs & Co., Chicago statisticians and engineers.

The survey included reports covering 693 industrial establishments or groups of establishments characterized as typical of every industry of any consequence in the country. Government statistics show that the cost of living has dropped 16 2-3 per cent since the June, 1920, peak.

Among the last industries to reduce wages were public utility concerns, including many street railways outside of Chicago. Chicago street railway workers still are enjoying the scale which went in force when the cost of living was at the peak.

Steam railway employes received the smallest reduction—approximately 12 per cent—and with their wage rate eliminated from the table from which the average reduction was obtained the balance of the workers have taken reductions of 18.7 per cent—a little more than the cost of living has dropped.

The greatest reductions, made in the cotton manufacturing plants, averaged 26.5 per cent and affected 205,000 workers. Hosiery and underwear manufacturers came next with 24.3 per cent, while the boot and shoe industry trailed along with a flat cut of 22 per cent. Utilities averaged 16 per cent, while building trades workers in half a dozen big cities accepted cuts averaging 18.1 per cent and affecting 380,000 workers.

Remember September!

U. S. Railroad Labor Board Lays Down New Rules Regarding Overtime

Revises Definitions and Rates of Pay in Decision Which Has Been Characterized as a Compromise

REAFFIRMING its belief in a basic 8-hour day for railway employes, the United States Railroad Labor Board on August 19 handed down a decision regarding pay for overtime, providing seven new rules to take the place of seven in the abrogated "national agreements" of the federated shop crafts. In general the rules recognize the principle of punitive pay for overtime in railway shop service, at the same time making a distinction between "extra" work and work regularly scheduled.

The decision has been characterized as wholly pleasing neither to the carriers nor to the employes. The board itself describes the decision as a compromise to make rules and working conditions just and reasonable. In the main it eliminates the possibility of recurrence of some of the exaggerated interpretations made under the old agreements. A dissenting opinion was filed by A. O. Wharton, one of the labor members of the board.

The rules are retroactive to August 16 for the eighty-nine carriers named in the decision, and retroactive to July 1 for others who have paid merely "straight time" since then by temporary direction of the board. Roads which have succeeded in making new agreements with their employes prior to the present decision are not affected.

The seven rules, their numbers corresponding to those in the "national agreements," are in substance as follows.

Rule No. 6.

All overtime continuous with regular bulletin hours will be paid for at the rate of time and one-half until relieved; except as may be provided in rules hereinafter set out. Work performed on Sundays, New Year's Day, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas, shall be paid for at the rate of time and one-half, except that employes necessary to the operation who are regularly assigned by bulletin to work on Sundays and holidays, will be compensated on the same basis as on week days.

Rule No. 7.

For continuous service after regular working hours, employes will be paid time and one-half on the actual minute basis with a minimum of one hour for any such service performed. Employes shall not be required to work more than two hours without being permitted to go to meals. Time taken for meals will not terminate the continuous service period and will be paid for up to thirty minutes. Employes called but not used will be paid a minimum of four hours at straight time rates.

Employes called and reporting will be allowed a minimum of four hours for two hours and forty minutes or less.

Except as otherwise provided all over-time beyond sixteen hours' service in any twenty-four hour period shall be paid for at the rate of double time.

Rule No. 9.

Employes required to work during, or any part of, the lunch period, shall receive pay for the length of the lunch period at straight time.

Rule No. 10.

An employe regularly assigned to work at a shop, etc., when called for emergency road work away, will be paid from the time ordered to leave home station until his return for all time worked in accordance with the practice at home station and straight-time rate for all time waiting or traveling.

If, during time on road, a man is relieved from duty and permitted to go to bed for five or more hours such relief time will not be paid for, provided that in no case shall he be paid for a total of less than eight hours each calendar day. Where meals and lodging are not provided by railroad, actual necessary expenses will be allowed.

If required to leave home station during overtime hours, they will be allowed one hour preparatory time at straight time rate.

Wrecking service employes will be paid under this rule, except that all time working, waiting or traveling on Sundays and holidays will be paid for at rate of time and one-half, and all time working, waiting or traveling on week days after the recognized straight-time hours at home station, will also be paid for a rate of time and one-half.

Rule No. 12.

Employes sent out temporarily to fill vacancies at an outlying point or shop, or sent out on a temporary transfer to an outlying point or shop, will be paid continuous time from time ordered to leave home point to time of reporting at point to which sent, straight-time rates to be paid for straight-time hours at home station, and for all other time, whether waiting or traveling. They will be guaranteed not less than eight hours for each day. Actual necessary expenses will be allowed.

On the return trip, straight time for waiting or traveling will be allowed.

Rule No. 14.

Employes regularly assigned to road work whose tour of duty is regular and who leave

and return to home station daily (a boarding car to be considered a home station), shall be paid continuous time from the time of leaving the home station to the time they return whether working, waiting or traveling (not sleeping), exclusive of the meal period.

Rule No. 15.

Employes regularly assigned to perform road work and paid on a monthly basis shall be paid not less than the minimum hourly rate established for the corresponding class of employes coming under the provisions of this schedule on the basis of 365 eight-hour days a calendar year. The monthly salary is arrived at by dividing the total earnings of 2,920 hours by 12; no overtime is allowed for time worked in excess of eight hours a day; on the other hand, no time is to be deducted unless the employe lays off of his own accord. . . . If it is found that this rule does not produce adequate compensation for certain of these positions by reason of the occupants thereof being required to work excessive hours, the salary of these positions may be taken up for adjustment.

A Memphis Division Family Affair

Top row, left to right—Misses Diamond Crow, Lily Mergil, Collie Said, Mary Lynch, Alice Wolf, Ada May Johns, Juawice Tabb.

Bottom row—Neal Brien, D. H. Pope, George Digel, C. B. Hall, Elliott Rose, Hope Cannon, Ike Brown, Joe Concklin, John Wiley.

It is "SAID" the following conversation between two clerks of the Memphis division offices was overheard in the "HALL" of the third floor, Grand Central Station, just prior to the sad news contained in Decision 147:

A—Whassa matter, "JOE"? Why so blue? You look like someone was going to "LYNCH" you. Cheer up—it "MAY" not be so.

B—I sure hope it ain't, but from where I sit it sure looks like they're gonna do us up "BROWN." I've been keeping "TABB" of this decrease dope, and by "GEORGE" that Labor Board is sure a "WILEY" bunch. My hopes have "ROSE" only once since it started, and it's kinda hard to look as sweet as a "LILLY" when you know you're gonna get socked. I'm having a tuff time keeping the "WOLF" from my door now, and when the cut comes I guess I'll have to take my "DIAMOND" down on Beale Street. I'm not as saintly as a "POPE," but it may help some, and so I'm gonna "NEAL" right down here and pray ————.

The sentence was never finished, as "A" fainted from the shock when "B" said he was going to pray.

The actors in this playlet are in the picture above.

Editorial

REMEMBER SEPTEMBER!

As this issue of the *Illinois Central Magazine* goes to press, the Illinois Central System is engaged in making history for itself by engaging in the "Fuel Economy Month" announced in the August issue. "Remember September, the Fuel Economy Month" is the slogan that has been adopted. The aim is to reduce the consumption of fuel on the system 10 per cent for this one month, and eventually to make a habit of saving about a million dollars or more a year in this one item.

Nobody is worrying about the ability of Illinois Central employes to accomplish this saving. They have proved so often that they are equal to anything the management asks that the biggest problem is to direct their efforts to the economies most needed.

The "No Exception" campaign was a brilliant success and now stands at the head of the list of all campaigns conducted on this system, but when the record of the "Fuel Economy Month" has been written the management believes that the "No Exception" campaign will have to take second place.

One of the efforts needed, however, is to convince every employe that he or she can do something to help in the success of the campaign. Many who thought they could be of no service in the "No Exception" campaign found later they could do much, and it is hoped that the same experience will apply to the "Fuel Economy Month."

Each employe is requested to make this his or her campaign. Each is expected to do as much as is humanly possible, and at the same time to interest and encourage others.

Fuel economy bulletins will be issued at various periods in the campaign. These will give information regarding the activities manifested on the divisions. In order to make the campaign effective and to give credit where credit is due, the general fuel conservation committee announces that it will appreciate information in regard to where fuel is saved or where it is wasted. J. F. Porterfield, general superintendent of transportation, is chairman of this committee, and the other members are: R. W. Bell, general superintendent of motive power; A. F. Blaess, engineer, maintenance of way; W. A. Summerhays, purchasing agent; J. F. Dartt, auditor of disbursements, and J. W. Dodge, who is in charge of fuel conservation.

COURTESY A PART OF LIFE

Nearly every issue of the *Illinois Central Magazine* contains an editorial on courtesy. Perhaps some of our readers will think we are having too much to say on this subject, but we do not believe that too much can be said.

The Illinois Central System is gradually becoming known far and wide as the railway system having the most courteous employes of any railway system in the country. Its employes have given it that reputation; in doing so they have conferred upon the company a priceless asset, and they have also made their own futures more secure.

In these days of slack business and fierce competition of the motor truck for freight transportation and the automobile for passenger transportation, it behooves railway employes to attach a good deal of importance to the question of their striving to make the railway business permanent. Nothing will contribute more to that desirable end than courteous treatment of the public.

Illinois Central System employes have done a great constructive work for the company by specializing on courtesy to the company's patrons. Most of the company's employes are extremely courteous to patrons. There are perhaps a scattering few who are not. That scattering few ought to change their ways, and the courteous employes ought to make it their business to see that they do so.

The officers of the company are always

inaugurating some sort of a campaign having for its purpose the bringing about of reform resulting in economies or improvement in the service. It would be a nice thing if employes would occasionally start a campaign of their own. Suppose all the employes of the Illinois Central System who are courteous to the patrons of the company (and they are vastly in the majority) were to declare war on the scattering few employes who are not courteous to the public! What would be the result? The writer believes that the result would be that the scattering few who do not practice courtesy to the public would soon disappear, and that in a short time it would be possible to comb the Illinois Central System with a fine-tooth comb for employes who are not courteous to patrons, and not to find a single one. That would put the Illinois Central System up high on a pedestal as the most wonderful railroad in the world. It is climbing toward that pedestal rapidly. Let us, the employes, put it there!

What the sunshine is to the poppy, courtesy is to the human heart. Without it life would be colorless. An act of courtesy on the part of a railway employe to a railway patron is a forget-me-not from the garden of good will.

WHY DO THEY DO IT?

"People Act as if They Wanted to Be Killed" is the title of an article by Rex Stuart in the *American Magazine* for September which should be widely spread. Mr. Stuart made several trips in the cab of a New York Central locomotive to observe the recklessness with which people face danger at railway tracks. The title sums up his observations. In 240 miles of travel he saw seventy-five persons narrowly escape death or serious injury through their foolhardiness—pedestrians dashing under lowered gates and across the tracks immediately in front of the on-rushing train, automobilists racing their cars with the train and trying to beat it to a crossing, passengers crowding to the edge of station platforms and jumping on and off moving trains. Mr. Stuart declares that he was appalled by the indifference with which people risk their lives.

There is always time to take the safe course. As a matter of fact, the greatest risks are usually taken by those who are not in a hurry. Mr. Stuart tells of seeing three persons dash under lowered gates and rush across the right-of-way immediately in front of the fast moving train, and then, when they reached the other side, stopping to watch the train pass by!

The action of a chicken upon the highroad at the approach of an automobile is an interesting study in the workings of the animal mind in one of its lower forms. But men, supposed to have inherited a high order of intelligence and to be endowed with the faculty of reason, often make the flustered chicken appear as a sage for wisdom in comparison when it comes to behavior in the face of danger.

Mr. Stuart emphasizes a point which the public often overlooks in considering the subject of which he writes. That is the strain upon the men in the locomotive cab. He was in a position to make some first-hand observations, and he doubtless came out of his experience breathing a thankful sigh of relief that his daily work did not take him through the nerve-racking experience of driving a train before which people fairly throw themselves as if trying to commit suicide.

A world of material has been presented to the public on the question of safety—in pictures, in lectures, in articles, and, most convincingly of all, in the stories which darken the newspaper pages almost daily. The men whose work brings them day by day in contact with the results of the foolish risking of life never cease to wonder at the apparent lack of common animal intelligence displayed by their fellow men.

OUR ANCIENT VIRTUES

Great wars stir the emotions, stimulate the sense of devotion to country and intensify the natural inclination of makind to worship its heroes. But like other intense emotional experiences, they leave in their wake many deplorable and depressing consequences, not the least of which is a certain state of mind that makes for helplessness in the face of the ordinary facts of life. We refer to the tendency to look to the government for aid in solving those economic and industrial problems that of necessity confront every people in the course of the nation's growth

and development. This tendency seems to be present with us now.

Under the stress of war, our people gladly yielded implicit obedience to every mandate of the government, upon the very proper view that to do otherwise would be to fall short of that full allegiance which true patriotism demanded. But this experience undoubtedly weakened the moral stamina of a great many people, and particularly that quality of character which we call self-reliance. For in time of war, the government is everything. It marshals all the forces and resources of the nation to one common end. In this process it must necessarily furnish the directing power—supply the moving energy,

Thus we find, in such a time, the government saying what we shall eat, what we shall drink, and wherewithal we shall be clothed; doling out our supply of fuel and fixing its price; determining what industries are essential and what non-essential; limiting our manufacturing and our commerce to essential industries; operating our railroads and our shipping; closing our places of amusement at will; darkening our streets, and doing a hundred things that offend our sense of personal liberty, but quicken our pulse-beats as they throb to the sounds of war. We come in such a time to depend so largely upon the government for guidance in everything that when peace returns we are too prone to continue the sense of dependence. If someone else does our thinking for a considerable time, we are only too likely to allow that somone to go on doing it after the necessity has passed.

All these general and rather trite observations have been suggested by a recent and inspiriting letter written by Governor McKelvie of Nebraska. The governor on the whole writes in an optimistic strain, particularly as to the outlook for the farmer. Among other excellent things, he says:

> The country is beginning to realize that a return to normalcy means, not the artificial readjustment of business conditions through legislation, but rather a readjustment that will come only through the application of the sound principles of industry, thrift and economy.

This is another way of echoing President Harding's wise observation that it is time the government was getting out of business. The government has undoubtedly got, measurably at least, out of certain kinds of business. The fuel administration is no longer functioning, and the press is free. The shipping board is struggling under its immense load of debt and incompetency in management; the railroad administration is hastening to its end. All these signs of a renewal of individual activity are encouraging.

Still there are restless and discontented spirits who would like to see business go on leaning on the government for support. Without realizing it, perhaps, these individuals are in fact unconscious advocates of a form of state socialism, which, if allowed to prevail, will ultimately destroy our system of government, based as it is upon the broad principle of individual initiative. We have grown great as a nation because we have minimized government and magnified the individual. It is that policy which has made the United States the dominant country of the world—the leader in all the fields of finance and industry. In turn, the growth of our industry has benefited him who toils with his hands, as he has been given steady employment at a living wage. This policy must not be abandoned, unless we are content to take our place with those second-rate powers in the world who have enthroned either despotism or anarchy as their gods.

We need, once in a while, to take stock of ourselves—our habits of thought, our ideals. our aims, and our ambitions. This is a good time to do so. It is a time for calm reflection and for sane thinking. It is a time for each of us, with grim determination, to resolve that each will work out his own salvation.

What is the function of government as an aid to industry? It is to insure to the individual the largest possible freedom of lawful action in the way of exercising his powers of initiative, of enterprise, of endurance. It should do no more than to make certain that a busy, honest, industrious, intelligent person is not interfered with in his efforts by the powers that prey, in whatever guise they come. Government must see to it that the toiler gets the fruit of his labor. It must do no more. It cannot create wealth, nor opportunity. Particularly can it not give the rewards of industry to the weak, the incompetent and the slothful. It cannot re-

vive business by passing laws. There is one great law which government is powerless to repeal or to amend, and that is the law of compensation. In its final analysis, our industrial prosperity depends upon the functioning of that law.

As a people we can learn no more wholesome lesson than the one which is the keynote of Governor McKelvie's letter—namely, that the prosperous man and the happy man is he who in the practice of the ancient virtues holds on his course with serene faith in himself, determined to do or die.

THE MARCH OF PROGRESS

A Pageant of Progress has recently been conducted by the city of Chicago, presenting to the thousands who visited its scenes a graphic story of development from the muzzle-loading rifles and spinning wheels of the Middle Western prairies to the equipment of our present complex civilization. Public and private collections of industrial curios were explored to produce the relics with which to compare the machinery of the present day. Nearly every line of production which has a history was represented. It was a remarkable pageant.

The march of progress never will cease to be of absorbing interest to the person with an imaginative turn of mind. No more fascinating romance can be read than that found in the pages of America's industrial history, a record of progress from crude to highly finished methods, in which our own fathers, and even the older ones of us, had a definite part. The person is poor indeed who cannot find in such study a wealth of inspiration.

There probably has been no greater single factor in the march of progress than the railroads. The story of the improvements which have been made in railway methods, materials and facilities is an inspiration of itself, but the part which the railroads have played in bringing about, in making possible, the present high order of society is a story which cannot grow old. The railroads and the men who conceived and built and operated them were the empire builders of the early day in the Middle West. Development followed the railroads as they threw out their lines into new territory and laid their plans for empire building. They brought with them the settlers for the new country, and the materials of society in the new land were largely supplied by the iron horses of the rails. They carried the mails which kept the new world in touch with the old. As industries were established and the fabric of society added to its complexity, the railroads were called upon for more important work. Down the years, hand in hand with industry and with society in general, the railroads have marched, keeping pace with American achievements, leading the world in the character and economy of their service.

The Pageant of Progress in Chicago gave an important place to the exhibition of the DeWitt Clinton, the pioneer train of the New York Central Railroad, as compared with the present high standard of equipment; and other paraphernalia of railway equipment was likewise displayed. But it was left for the visitor to weave his own picture of the tremendous part railway development and service have played in the pageantry of progress.

In this connection it is interesting to note an item which appeared recently in a Pennsylvania newspaper, which we reprint from *The Express Messenger:*

> In the little town of Lancaster, Pa., just ninety years ago the literary society asked the use of the schoolhouse for debating the question: "Are the Railroads Practical?" And here is the answer the school board made in their wisdom:
>
> "If the society wants the use of the schoolhouse to debate some decent, moral question, we would cheerfully give the use of it, but such a thing as a railroad is wicked as well as absurd. If God had wanted human beings to travel at the fearful rate of seven miles an hour, He would have clearly foretold it by His prophets, but since nothing is said about it in Holy Writ, it is plainly an invention of the devil to lead immortal souls to hell. Hence we must refuse the use of the schoolhouse."

The question of the practicality of the railroads is no longer considered by enlightened people as debatable, although some persons seem to have forgotten the lessons of history. Under the present condition of things, the railroads must have public support and confidence to win, and an attitude of heckling and badgering, and trying to embarrass, railway managements scarcely serves that end.

Remember September!

PUBLIC OPINION

What the World thinks

THE FARMERS' SHIPPING

The facts about the railway business almost always arise to confuse and embarrass those who base their discussions of railway affairs on mere theories as to what the facts are or ought to be. The present freight rates have been widely attacked by theorists on the ground that they are "higher than the traffic can bear." It has been argued that they have prevented the movement of much traffic and that this has been one of the main causes of the prolonged business depression.

The facts regarding the shipments of farm products utterly refute this theory. Railway rates have been advanced as much in proportion on farm products as on other commodities. The prices of farm products have declined more since the rates were advanced than the prices of any other very large group of commodities. Therefore, on this theory the rates on agricultural products should be especially difficult for the traffic to bear and should sharply curtail its movement. A few months ago an extensive propaganda was being carried on which was predicated on the assumption that if rates were maintained they would greatly restrict the movement of farm products.

The sequel is illuminating. The total traffic on the railroads thus far in 1921 has been abnormally small. Paradoxical as it may seem, while the total traffic moving has been abnormally small the shipments of farm products have been almost unprecedentedly large. Throughout the present year shipments of grain and grain products have been much larger than in 1920 or 1919, before the present freight rates were fixed. In the eight weeks ending July 23 the shipments of grain and grain products were 97,105 cars greater than in the same weeks of 1920, and this is typical of what has been going on throughout the present year.

A very extensive and energetic propaganda was being carried on a few months ago to show that it was and would continue to be impossible for the farmers to ship their fruits and vegetables to market on the present rates. What are the facts?

During the season of 1920 *up to August* 6 *the total shipments of fruits and vegetables were* 145,316 *carloads, while in the season of* 1921 *up to the same date the total shipments were* 171,390 *carloads.*

These are the statistics of the Bureau of Markets of the United States Department of Agriculture.

There has been a corresponding increase in shipments of other kinds of produce. From January 1 to August 6, 1920, shipments of butter were 314,600,000 pounds, while during the same period of 1921 they were 346,800,000 pounds. Shipments of cheese increased from 105,500,000 pounds to 113,600,000 pounds; shipments of dressed poultry from 86,300,000 pounds to 93,800,000 pounds; shipments of eggs from 10,300,000 cases to 11,500,000 cases.

It was said that cantaloupes could not be shipped from the Imperial Valley of California to the eastern market on the present rates. The number and tonnage of cantaloupes shipped were greater than in 1920. It was said that the large peach crop of Southern Georgia could not move to market under the present rates. The Department of Agriculture reports that "shipments of peaches from Southern Georgia during the season just ended were twice as great as

during the 1920 season, and growers regard the season as fairly successful despite the lower prices this year. A tabulation of carlot shipments to August 1 shows 9,500 cars shipped from Southern Georgia and about 10,500 cars from the entire state. In 1920 the carlot shipments were 5,500 from the entire state up to August 1."

The *Railway Age* does not contend that the present rates on farm products should be indefinitely continued. They and other rates should be reduced when the operating expenses of the railroads have been reduced enough to justify reduction of the rates. But the people who contend that the present rates are protracting the industrial depression by preventing the movement of a large amount of traffic which would move if the rates were reduced are talking nonsense. The present rates are relatively higher, as compared with past years, on farm products than on any other large class of commodities, yet the farm products throughout the year have been moving in larger volume than before the rates were advanced.

It may be said, however, that freight rates are only relatively a small part of the prices of farm products, and that the present rates are restricting the movement of cheaper and more bulky commodities in whose cost to the user the railway rate is a larger factor. There is no class of commodities more bulky or the freight rates on which are relatively higher in proportion to the prices for which they sell than sand, gravel and stone. The shipments of sand, gravel and stone in the seven weeks ending July 16 were 33 1-3 per cent more than they were in the same weeks of 1920.

The facts show beyond any rational question that the traffic of all kinds will bear the present rates and that the present small volume of traffic is due to general business conditions and not to the present freight rates. There ought to be reductions in railway rates in the future, but they should not be based on false ground, and they should not be made until the traffic of the railroads has increased and their operating expenses have been reduced enough to enable the railroads on lower rates to make a reasonable return.—*Railway Age*, August 20.

HELPS THE PUBLIC, TOO

During the war the government made certain betterments on railroads and charged the amounts to operating expenses. These obligations are still carried by the government.

There is a bill before Congress to give the railroads an extension on these obligations. The practical result of this bill would be that the railroads would have certain funds to go forward with or would be in position to get credit to make improvements and carry on their work. It might result in a general revival in railroading. Certainly the railroads would be in a position to buy material, to repair their cars and to keep their tracks improved. This would be employment for more men. It would

Don't Be Discouraged

Remember this:

When Abraham Lincoln was a young man he ran for the legislature in Illinois, and was badly swamped.

He next entered business, failed, and spent seventeen years of his life paying off the debts of a worthless partner.

He was in love with a beautiful young woman, to whom he became engaged—then she died.

Later he married a woman who was a constant burden to him.

Entering politics again, he ran for Congress, and was badly defeated.

He then tried to get an appointment to the United States land office, but failed.

He became a candidate for the United States Senate, and was badly defeated.

In 1856 he became a candidate for the vice-presidency, and was again defeated.

In 1858 he was defeated by Douglas.

One failure after another—bad failures—great setbacks. In the face of all this, he eventually became one of the country's greatest men, if not the greatest.

When you think of a series of setbacks like this, doesn't it make you feel small to become discouraged, just because you think you are having a hard time in life?—Oblong (Ill.) *Oracle*, August 5.

mean more lumber, steel, more ties, more men and more general supplies.

The railroads are the biggest customers of the people of the United States. The railroads buy more for their own use than any other instrumentality, public or private. The railroads are bigger customers of the people than the government. They cannot buy unless they have credit or money. All the government is asked to do is to extend a line of credit to them.

It is not a government subsidy. It is merely a postponing of immediate payment of certain bills.

The passage of this bill has been recommended by the war finance corporation. We have absolute confidence in the integrity and far-sightedness of the war finance corporation. Mr. Eugene Meyer sees in this a way by which people could be put to work, material could be bought and sold without endangering any debt the government might have. Yet some of our southern members of Congress are fighting the bill.

Activity on the part of the railroads will be of immense benefit to the south. They would buy southern timber, southern ties, coal, iron and a thousand other things that we either create or manufacture.

Certainly our southern representatives as southerners are standing in our own light. But the passage of the bill would be a great thing for the entire country.

There is going to be a revival of traffic in this country. Let the roads get ready for it. Let us not have a revival of freight tonnage with the railroads badly equipped to handle it.

We have got to quit this way of refusing to approve something because a corporation may be benefited. This particular act would be of more benefit to the people than the corporation.

There are certain progressive measures that can be undertaken in Washington that will help legitimate capital, help the farmer, the laborer and the business man, and our members of Congress should look into legislation that is sound and economically logical and give it their earnest consideration.

We are getting sick and tired of Democratic members of Congress jockeying merely for political advantage to be used in some future election just as we are disgusted at certain Republican leaders answering criticisms by abusing past measures, persons or past legislation.—Memphis (Tenn.) *Commercial Appeal*, August 23.

IT TAKES LABOR—PLUS CAPITAL

In one of his public addresses, many years ago, Colonel Robert G. Ingersoll laid emphasis upon the fact that raw materials have comparatively little value and that finished products have comparatively large value; and he made it plain that it is labor that contributes to the greatly increased value.

Colonel Ingersoll was an American—with all the good qualities the term connotes; and he was an eloquent and forceful speaker. Furthermore, he was right when he spoke of the value labor adds to all products.

But Colonel Ingersoll didn't tell the whole story, didn't reveal the whole truth, concerning production; or, if he did, I find no account of it in the article to which I have access.

Prices and values have changed considerably since Colonel Ingersoll's day, to be sure; but the relation of raw materials to finished products has changed but little. Labor is still the greatest cost of production; but labor isn't, by any means, all that enters into production.

Colonel Ingersoll went on to show that a ton of iron ore in the ground was worth but a few cents, while made into steel rails it was worth many dollars.

All true, but—

We must not lose sight of the very important fact that it isn't labor alone that works the miracle. No laborer, no group of laborers, with brawn and simple tools, could turn the trick. They simply couldn't take a ton of iron ore from the ground today, and make it into a finished product which could be sold upon the market at the market price.

There was a day when such a state of industrial affairs prevailed; but that day is gone—and gone forever. In that day, processes of production were simple. But few classes of goods were produced; and, necessarily, these goods were produced in small quantities. The world couldn't be housed and fed and clothed

today, under the old means and methods of production.

At every stage of the process of production today, there is a necessary business organization; an accumulation of buildings, machinery, tools and general equipment; research laboratories; means for handling and transporting materials and products, in an extensive way; sales departments; purchasing agencies; office forces.

And all these things must exist that the unit cost of production may be relatively small.

In the iron industry—taking that industry simply as an example—there must be shafts and tunnels, tracks and motor equipment, for moving the ore from the mines; there must be smelters and steel mills—acres on acres of costly buildings, acres on acres of expensive machinery; there must be yards and cars and sheds; and there must be office buildings—with costly equipment, housing the managing, buying and selling and bookkeeping forces.

All these things are not done by labor alone.

All the things cannot be done by labor alone.

All these things are not furnished by labor alone.

All these things cannot be furnished by labor alone.

These things must be done by capital, these things must be furnished by capital.

Thus capital today enters into production.

And capital takes all the risks of success or failure.

Shall capital have a square deal—or not?—Chicago (Ill.) *Journal of Commerce,* July 26.

BEATING THE TRAIN ACROSS

The terrible accident here on Thursday afternoon, in which four negroes lost their lives in an automobile, was simply a repetition of the danger in trying to "beat the train across."

It is one of the strange things in this world that people who have nowhere especially to go, and nothing particularly to do after they get where they are going, when they set out in an automobile, will risk their own and the lives of others in the car with them, simply for speed without apparent reason, or will take a chance on beating a street car or a railway train over a crossing.

Lives are lost every week in this country by people who try to beat a train or a street car over a crossing.

It requires only a second to slow down the car, and wait until the train has passed, and the danger of accident over.

And yet, with a train rushing down upon them, the driver of a car will take a chance. If the engine of the automobile should be "killed" by the vibration of the steel rail, as is not infrequent, death to the occupants is certain.

The evidence in Thursday's accident clearly showed the driver of the car took a chance of beating the fast northbound passenger train over the crossing. He underestimated the rate of speed at which the train was traveling, and the instant death of himself and his companions was the tragic result.

Automobile driving at any high rate of speed is serious. And those who pass over dangerous crossings can't be too careful for their own sake and the sake of others.—Baton Rouge (La.) *State Times*, August 6.

Loyalty and Courtesy

Two of the biggest things in the world—Loyalty and Courtesy.

Loyalty is essential to success; it brings personal freedom of mind and real liberty.

Loyalty to your country, your company and your daily tasks raises you in the esteem of your fellowmen, and that means a bigger, better *you.*

Loyalty starts with your belief that your country and your employer are dependent on you, and that they are loyal to you.

Loyalty—it's the biggest thing in the world. It makes nations and it makes men.

As for courtesy, we agents sometimes think we have a hard time in dealing with the public. It is just as easy to say, "Thank you," and, with a smile, "Call again," as it is to make no reply at all or to look at the patron with a grouch.

We are selling service, and the restaurant man is selling ham and eggs.

Did you ever stop to think how much a cheerful smile, a pleasant word, a "thank you," means to the general public? Try it.—J. S. Berry, *Agent, Sturgis, Ky.*

Water, Water Everywhere, but How Does the Illinois Central Get It?

The Company Uses More of This Than of Anything Else, by Volume, and Its Story Is Well Worth Reading

By C. R. KNOWLES,
Superintendent, Water Service

WATER is one of the most important items necessary to the operation of every railroad using steam as motive power, yet the average person seldom realizes the enormous quantity of water required on a railway system such as the Illinois Central.

During 1920 the water consumed on the system amounted to 17,199,822,000 gallons This represents the greatest volume of any single commodity used in the operation of the railroad. As a comparison, the water consumed amounted to approximately one gallon for every ton mile of freight handled during this period.

An analysis of the various uses of this water indicates that 12,039,875,400 gallons were used directly for locomotive purposes The water used at terminals is estimated at 2,235,976,860 gallons; 1,203,987,540 gallons were required by stationary power plants, etc; 1,719,982,200 gallons were used for sanitary and domestic purposes. Approximately 13,199,822,000 gallons of this water were pumped by the company's pumping plants, and 4,000,000,000 gallons were purchased from municipal and privately owned pumping plants. This represents an average consumption of more than 47,000,000 gallons a day.

An Extensive Water System

The question of supplying water for a railroad offers far more serious problems than that faced by an individual plant using many times as much water. For example, on the Illinois Central it is necessary to deliver the 47,000,000 gallons a day at 324 different points on more than 6,000 miles of railroad, while the individual pumping station usually delivers the water supply to one point only.

The water supplied the Illinois Central System is pumped by 158 steam pumping plants, 31 oil pumping stations, 26 gasoline and kerosene pumping stations, 7 electrical pumping stations, 3 gravity supplies and 3 miscellaneous supplies; at 96 points water is obtained from municipal or privately owned water plants.

C. R. Knowles

Water Has to Be Treated

A total of 1,149,370,000 gallons of water used for locomotives is treated by the lime and soda process at 20 treating plants, 18 of which are located on the Western Lines In addition to this, we have one caustic soda treating plant and four filter plants all on the Southern Lines. The water for locomotive use is stored in 27 elevated steel tanks and 329 wooden tanks and is delivered to locomotives through 298 water columns. At 126 of the locomotive water stations

water is obtained from wells. The supply is from streams at 141 stations; from lakes at 14 stations, and from springs at 10 stations, while a reservoir supply is available at 33 stations.

A comparison of the consumption of water at Centralia, Ill., offers a good illustration of the increase in the quantity of water used during the last quarter of a century. The annual consumption of water at Centralia in 1898 was 72,637,000 gallons, while in 1908 the consumption was 144,163,000 gallons, and in 1918 it was 288,454,000 gallons. Thus it will be noted that the consumption at Centralia almost exactly doubled each ten years. The consumption of water in 1918 was 79,000,000 gallons less than the consumption in 1914 because of a vigorous campaign against water waste. Except for the saving made through prevention of waste the amount used in 1918 would have been more than double that of 1908.

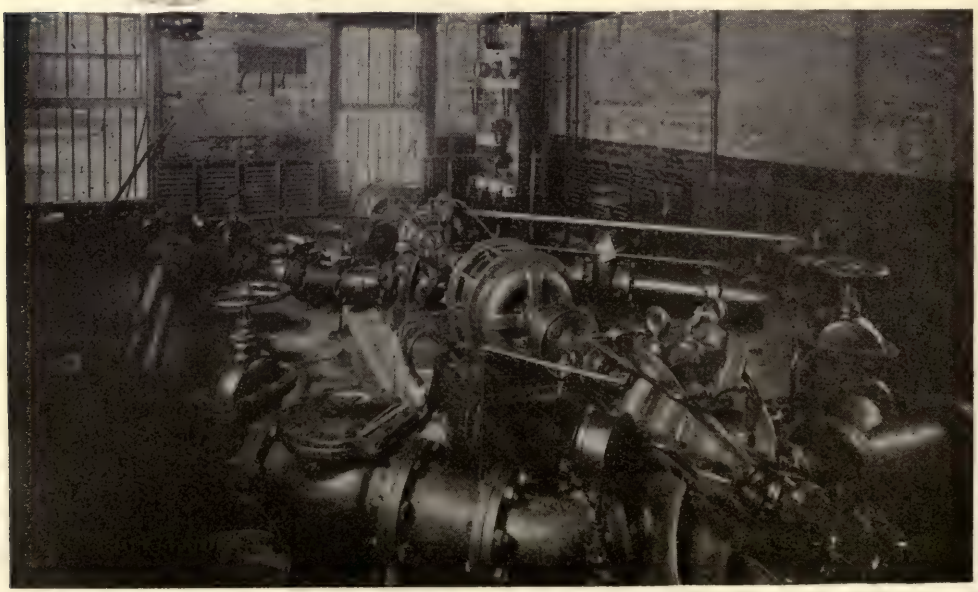
Total for U. S. Runs Into Figures

The consumption of water on the Illinois Central is, of course, a comparatively small portion of the total water required by the railroads of the United States, which is estimated to be—in round numbers—900,000,000,000 gallons a year. To supply the water required in the operation of approximately 65,000 locomotives throughout the country it is necessary to maintain more than 13,000 water stations for locomotive supply alone, in addition to the many required for general service.

The problems common to all railroads in furnishing an adequate supply of good water for railway purposes are present in the Illinois Central System perhaps in a greater degree than on many railroads, due to the fact that climatic conditions vary so greatly over the system. The common belief is that the waterworks man's worst foe is winter and cold weather. On the contrary, with proper precaution, winter offers but few problems, as the available supply of water is generally most abundant during the winter months.

Dry Months Cause Most Trouble

The worst condition to contend with is the shortage of water during the dry months of the year, from August to January. As an example, during the past fall and winter we experienced the dryest weather known in the last twenty years, certain portions



Modern Electric Pumping Station at Kankakee, Ill.; Capacity 1,000,000 Gallons Daily; Automatic in Operation, Pumps Being Controlled by Amount of Water in the Tank.

Our Most Modern Equipment: Central Type Locomotive Taking Water at Bloomington, Ill., From 12-inch Telescopic Water Column, Connected With 100,000-Gallon Conical Bottom Steel Water Tank at the Right.

of the system being without rainfall from May to January.

Fortunately, these conditions were anticipated to a great extent. With the exception of a few points where we depend upon outsiders for water, the Illinois Central suffered but little inconvenience throughout the long drouth, while other railroads operating in the same territory suffered serious delay, inconvenience and expense through having to haul practically all water required in the territory affected by the drouth. The Illinois Central, on the contrary, was furnishing water to many industries in order to permit their keeping their plants in operation. In November alone, approximately nine hundred cars of water were delivered to various industries in addition to all water required for railway purposes.

British Put End to Governmental Control

Direct government control of the railways in Great Britain, which has existed during the past seven years, ended at midnight, August 15.

This action may be said to have been occasioned immediately by the complaints of the shareholders of the various railroads throughout the kingdom on the score that they were at a disadvantage in earning power as compared with other great industrial concerns.

The financial sheets of the British railroads show that, while their net income has been doubled during the past seven years, expenditures have been tripled. The deficit between income and expenditures has, roughly speaking, been equalized by treasury grants in the form of subsidies. With decontrol the railroads are released from direct government administration and also deprived of government support.

The railways bill (1921) already has passed the House of Commons. In general, the act seeks to place the roads in the position of self-supporting commercial undertakings. It may be said that the bill is a half-way measure between unfettered private operation of the railroads and nationalization of the entire railway system and is an earnest endeavor to obviate the objectionable features of both these forms of operation. Charges are not to be deter-

mined by the operating companies, but by "rate tribunals," and are to be so fixed as to yield an annual revenue equivalent to that of 1913. The rates of pay and conditions of service are to be settled by the central wages board.

Satisfaction over the terms of the new railway bill is expressed throughout the United Kingdom, as it is felt that both the railway companies and the trade unions have got what they asked for and at the same time the general public is protected by the tribunal, which establishes maximum traffic charges. This act, coming immediately after decontrol, substitutes forms of regulation which are more far-reaching than anything known to the experience of the country, since it takes from the various companies the prerogative to make their own rates and settle differences with their own workmen.

For purposes of administration and to secure greater economies as to personnel, improvement in traffic and general co-ordination in service, the railway systems of the United Kingdom—composed of twenty-seven great constituent and ninety-six subsidiary companies—are to be amalgamated into four main groups. It is reported that the railroads are endeavoring to make revenue more proportionate to expenditure by increasing traffic rather than by pressing for higher rates.

How Two Employes Saved a Baby's Life

Illinois Central employes have proved faithful to the best traditions of the company, above and beyond the call of duty, so frequently that performances of that sort have come to be regarded more or less as a matter of course. Seldom, however, are employes called upon to risk their lives to save lives; but when such a call comes, there is always someone to respond.

A recent instance of this is reported in the following letter written by Mr. and Mrs. O. E. Jordan of Bogue Chitto, Miss., to Superintendent T. J. Quigley of the Louisiana division. The employes referred to are Engineer Robert Pfrangle of McComb, Miss., and Section Foreman T. J. Waller of Bogue Chitto.

"We are writing you this letter to call your attention to the heroic conduct in the very efficient and difficult discharge of their duty of two employes of your company, the circumstances of which were as follows: Our 18-month-old baby in some way slipped out of the house and on the railway tracks. In a very short time, before his absence from home was noticed, a heavily laden freight train (southbound) approached, in charge of Engineer Pfrangle. In spite of Mr. Pfrangle's most determined efforts to stop his train, the child would have been run over and killed had it not been for the presence of mind and prompt action of Foreman Waller of this section, who at imminent risk

Oscar Eugene Jordan, Jr.

of his own life dashed in front of the moving train and jerked the child out of danger —the pilot of the engine was in less than three feet of them as he cleared the track.

"In calling your attention to the foregoing, we are doing so without knowledge of these two men. This engineer, Mr. Pfrangle, did his full and entire duty with fidelity and presence of mind, not always found under like circumstances, and by reason of his manner of handling his train made it possible for Mr. Waller to reach the child in time to save him. However, despite Mr. Pfrangle's most determined and heroic efforts to stop his train, the baby would have met a horrible death had it not been for the prompt and self-sacrificing action of Mr Waller, who, without a moment's hesitation, took his own life in his hands in effecting the rescue. If ever a man deserves a Carnegie medal, this man does.

"Words are a very poor medium through which parents can hope to express their feelings in a case like the foregoing; hence we are writing you and relating to you and, through you, to the company all the circumstances as stated above, so that if there is anything we can help the company do to reward these men for their unselfish and fearless fidelity to their duty, we want to do it. We feel that the Illinois Central is fortunate indeed in having such men in its employ and that its welfare will never suffer in the hands of such men."

T. J. Waller

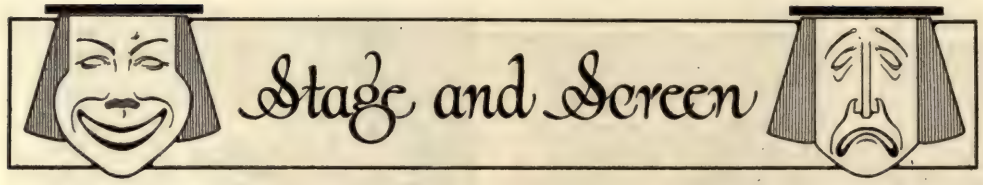
Robert Pfrangle

A. P. HUMBURG WEDS

Andrew Phillip Humburg, commerce counsel for the Illinois Central, was married to Miss Dora Ellen Grass, Thursday, August 18, at the home of the bride's parents Mr. and Mrs. Harry White Grass, at La Crosse, Kan. E. A. Smith of the Illinois Central law department acted as best man, and Miss Alma Grass, a sister of the bride was bridesmaid. The couple left after the ceremony for Boulder, Colo., where they are spending their honeymoon.

Mrs. Humburg is a graduate of Ottawa University, and for several years has occupied an important position in the faculty of the State Normal School at Hays City Kan. She has devoted much attention to music.

Mr. Humburg for more than twenty-five years has devoted his talents and energy to the work of the law department of the Illinois Central. For more than ten years he has been commerce counsel of the system.



SEPTEMBER SEES the real opening of the winter theatrical season in the big cities. Playhouses which have been closed and dark all summer again are lively with crowds, and the prospects for good business never were much better, according to many of the managers. New York is seeing the usual number of new pieces, some of which have been imported from overseas.

IN CHICAGO, too, there is an importation, but most of it is from New York. "The Midnight Rounders," a musical show, opened on the matinee of Labor Day—Monday, September 5—with Eddie Cantor, formerly of the Follies, as star of the production. August 27 saw the opening of "3 Live Ghosts," a comedy. Leo Ditrichstein is playing in "Toto," a comedy of French origin. Florence Reed in "The Mirage" opened on September 4, as did Holbrook Blinn in "The Bad Man," a satirical comedy of the Mexican border. "Up in the Clouds" is still running. Frank Bacon has arrived in "Lightnin.'"

THE END of September will see the Shuberts launched in their vaudeville venture, which they are going to push on a large scale. Represented in their circuit will be New York, Chicago, Philadelphia, Brooklyn, Boston, Baltimore, Washington, Pittsburgh, Cleveland, Dayton, Louisville, Detroit, Cincinnati, Springfield, Mass., Newark, N. J., Providence, R. I., Montreal and Toronto, Canada, Buffalo, Syracuse, N. Y., St. Louis, Kansas City, Toledo and Indianapolis.

E. H. SOTHERN and Julia Marlowe returned to this country from England recently. They open in Boston September 26 for a tour of the country in Shakespearean repertoire.

HANS BARTSCH, the play broker, arrived in New York recently from a trip abroad with a batch of foreign plays in his trunk. The musical ones include "The Baroness Lili," with book by Martos and music by Eugene Huszka. It is an operetta from the Hungarian and will be produced by the Shuberts. Other musical pieces are "Offenbach," a play founded on the life of the composer, and "The Divorce Mill."

IN PLACE of the incidental music for "Don Juan," which was to have been arranged for Lou Tellegen by Geraldine Farrar, but has not been forthcoming, Theodore Bendix will select old Spanish music to be played during the course of the play.

FOUR COMPANIES, a total of 1,100 players, are using the Manhattan Opera House, New York, for rehearsals just at present. "Mecca" is being rehearsed on the stage proper, "Aphrodite" is using the foyer, "Chu Chin Chow" is rehearsing on the second floor, and "Afgar" is using the rehearsal room.

HEDDA HOPPER, wife of De Wolf Hopper, has been engaged for a part in "Six Cylinder Love," the comedy by William Anthony McGuire, to be produced by Sam Harris.

CORNELIA SKINNER, the daughter of Otis Skinner, and a graduate of Bryn Mawr, will appear with her father in "Blood and Sand." Miss Skinner has studied dramatic art in Paris for a year.

IMMEDIATELY upon Sir Harry Lauder's arrival from abroad on October 3 he will spend a fortnight at William Morris' summer estate, "Camp Intermission," in the Adirondacks, where he will indulge in his favorite pastime of hunting, fishing and golfing, prior to opening his forthcoming annual tour at New York October 17.

JANE COWL, who has spent the sum-

On the Stage
in Chicago
Janet Adair and Jim Hayward
Leo Ditrichstein and Ballet Girls in "Polly"
Eddie Cantor
in
"The Midnight Rounders"
Scene from "Up in the Clouds"
Charles McNaughton, Daisy Belmore and
Three Little Girls

mer in England and France, seeing all the new plays and motoring through the battlefields of France, is home. Miss Cowl will continue her appearance in "Smilin' Thru" until around Thanksgiving, when the Selwyns will present her in a new play.

IN THE MOVIES, Harriett Hammond, a one-time Sennett bathing beauty, who was graduated into the ranks of featured players, has been engaged by Maxwell Karger for his new Metro production, "The Golden Gift," in which Alice Lake is starred. Miss Hammond recently completed work as leading woman for Roscoe Arbuckle in "Should a Man Marry?"

RUPERT HUGHES, who has been busily engaged for the past two years turning out photoplays for Goldwyn, does most of his writing between 11 at night and 2 in the morning. His days he spends at the studios.

THEODORE ROBERTS has sufficiently recovered from his attack of illness again to take his place upon the screen.

THE ARBUCKLES certainly seem to run to poundage. There are three of them in the movies, all unrelated. Andrew Arbuckle weighs 235 pounds and appeared with Mary Pickford in "The Hoodlum" and also with Mabel Normand in "Pinto." Maclyn Arbuckle has played on both the stage and screen versions of "The County Chairman." The heaviest and perhaps the most famous of the Arbuckles is Roscoe, otherwise known as "Fatty," who registers 250 pounds on a Fairbanks scale.

IT IS HARD to realize that every time the clock ticks while you are watching a motion picture you have seen 16 separate pictures. Each minute you watch the picture 960 separate pictures are flashed before your eyes. In two hours you will have seen 115,200 individual pictures. The pictures are flashed on the screen so rapidly that the eye is not able to detect the fact that what you are actually seeing is a series of individual pictures with a very short pause between each one when the screen is absolutely blank.

THE AVERAGE five-reel feature film costs from $100,000 to $250,000. In an average production costing $140,000, about 18 per cent, or $26,000, is paid in salaries to the actors. In such a production the average cost for the scenario would be $2,795, or 1.99 per cent of the total cost. About 19 per cent of the cost of a picture is paid out in salaries to mechanics, electricians, stage hands, carpenters and laborers.

A NEW TYPE of automobile story is being filmed by Charles Ray. It is called "Gas, Oil and Water," and the cast includes Charlotte Pierce, Otto Hoffman, Robert Grey, William Carroll, Bert Offord and Dick Sutherland. Mr. Ray is slated to essay numerous airplane and motorcycle stunts.

MOST FIRE SCENES are faked by means of smoke pots and flare torches. These smoke pots are very much like fat, short cannon crackers and are lighted much the same way, with a fuse. They pour forth a steady column of thick smoke for a long time. By means of these and flashes of flame from flare torches, a good director can simulate a very creditable fire scene. Occasionally, where same particular effect is needed, and where it can be done safely, a house or building will actually be set on fire.

CHARLIE MURRAY has gone back to his first love, vaudeville. Murray, who is now 49 years old, was on the stage for twenty years before going into pictures. He was a member of the famous old vaudeville team of Murray and Mack and began his screen career with the old Biograph Company. He was a comedian with Keystone in the days of the famous old Keystone cops. Murray is 6 feet tall, weighs 200 pounds and has red hair.

ALTHOUGH Bill Hart "retired" almost a year ago, he is now planning a comeback next February. He said he plans to make four pictures a year, at least half of which will not be Westerns. With the censors so busy in so many states cutting out revolver, holdup and shooting scenes, it is somewhat difficult to put on the old Westerns with their thrills and fights.

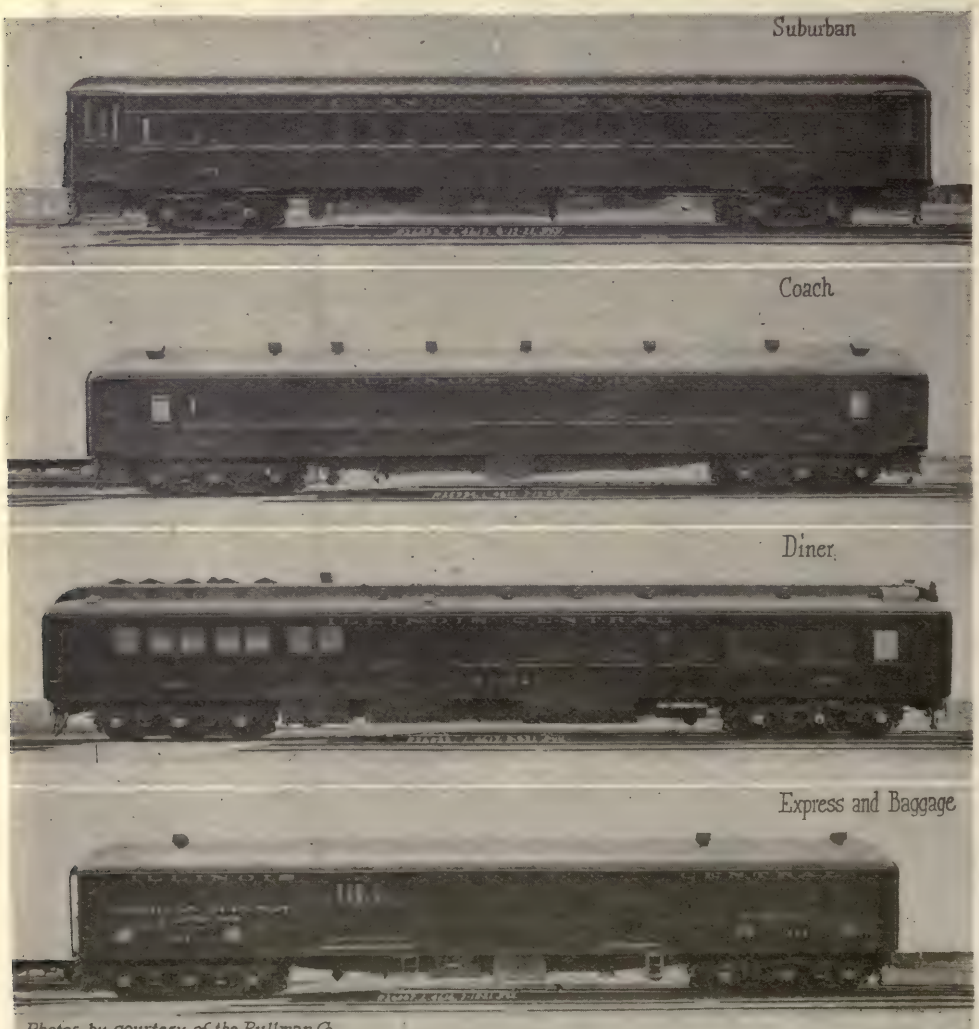
Charlie Murray
Tom Mix
Jack Dempsey
Here and There
in the Movies
Viola Dana
Rupert Hughes Author Ignace J Poderewski Visitor Reginald Barker Goldwyn Director

Some Views of Our New Equipment

The Illinois Central is dressing up a little. Herewith we present views of the new equipment mentioned in the August issue. These additions include: Twelve 70-foot compartment coaches with two partitions, No. 3150 to No. 3161 inclusive; eighteen 70-foot baggage cars, No. 755 to No. 772 inclusive; five 70-foot dining cars, No. 4000 to No. 4004 inclusive; twenty suburban cars, No. 1301 to No. 1320 inclusive.

The Chicago newspapers carried stories and pictures regarding the new steel suburban cars when they were put in service. A folder with the following information, signed by President Markham, was distributed to each patron in the new cars:

"We believe you will be interested in learning that these cars introduce the first feature of the plan for the electrification of the Illinois Central Railroad Company's



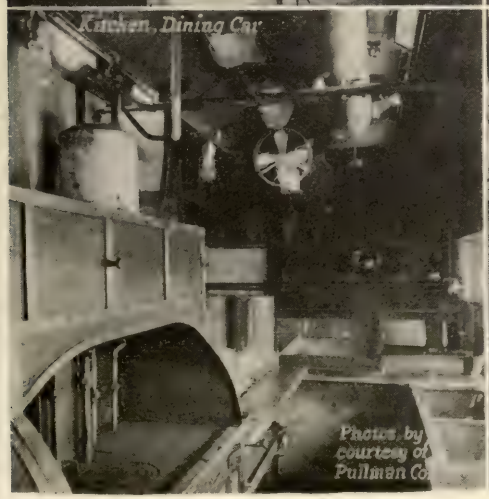
Photos by courtesy of the Pullman Co.

Suburban Car

Suburban Car

Coach

Diner


Kitchen, Dining Car

Photos by courtesy of Pullman Co.

Express and Baggage Car

Chicago Terminals. The cars were designed for use interchangeably in trains propelled by electricity and steam, so that you may have the use of them immediately.

"Before deciding upon the plans for these cars our engineers studied the latest designs of cars used for suburban traffic in this country and the principal foreign countries, and we believe the best points developed in these studies are combined in these cars. The cars are entirely of steel construction. Every seat is provided with a high-opening window. The aisles and end doors are sufficiently wide to provide for comfort of passengers in entering and leaving the cars. Other features, we believe, will commend themselves to you. On the other hand, you may find objectionable features. It will therefore be most helpful to us if you will let us have the benefit of your criticisms, and we trust that you will express your opinions freely.

"It is our desire to render the kind of service that will satisfy you. You can help us and also help yourselves by co-operating with us to that end. We seek your confidence and support."

Old-Timer Recalls Railway Club

To The Editor: I am sending you an "Old-Timer" article for our magazine written by an O. T.

"The Illinois Central Railroad Club?

"Does this title recall anything to you, 'Old-Timer?' Does it bestir any atom of gray matter 'way back in the extraneous portion of your think-tank and awaken that elusive thing called memory?

"The eats, the jokes, the talks and the smokes all were conducive to good-fellowship, which in turn promoted a better understanding and more cordial relations among the various general offices of the company.

"How come? Well, the personnel of the club was composed almost entirely of chief clerks, with a smattering of a few 'higher ups,' and at the meetings, which I recall were held on the second and fourth Mondays of the month, someone read a paper or gave a talk on his own particular line of work.

"A general discussion followed the reading or the speech (prepared carefully beforehand and committed to memory) of the 'extemporaneous' orator, and many a wrinkle was ironed out and kinks straightened in affairs that had been in a state of protracted controversy between departments. Likewise, the co-operative 'I Will' spirit started many a matter that had been placed 'last out' for some convenient tomorrow.

"All appeared to enjoy themselves, and the combining of business with pleasure seemed a success for a time, but after a while, through lack of interest and support, the meetings were discontinued, and the club dropped out of existence.

"I have always considered this a serious mistake, and I, for one, would like to see this 'get together' idea revived, as one can accomplish so much more with the other fellow if he can call him 'Bill' instead of 'Mister.'"—C. W. T., *Accounting Department, Chicago.*

HAS FREIGHT-CAR GATE

J. F. Watts, clerk for the Illinois Central at Memphis, Tenn., has patented an adjustable bracing gate and live stock separating partition for use as equipment inside of freight cars. Mr. Watts expects his invention to save the railroads a large sum of money that is now being paid out in loss and damage claims. A recent demonstration in Chicago was made with a small model of an Illinois Central box car.

The adjustable bracing gate slides on a track at the side of the car. It can be brought to any position and fastened with strong pins. This, Mr. Watts claims, will make less-than-carload shipments much safer. The gate can also be used as a live stock partition and a grain door.

He intends to demonstrate his invention to all the large railroads of this country and Canada. The model Illinois Central car is carried as a grip.

No Easy Matter This, Scoring 100 Per Cent in "No Exception" Campaign

How Jackson, Tenn., Did It Is a Story of Many Trials and Tribulations and Being Always on the Job

Although the "No Exception" campaign on the Illinois Central System has passed to a glorious history, the need for the prevention of exceptions is still with us. It is with the thought of encouraging the prevention of exceptions that the following entertaining and instructive account of how Jackson, Tenn., made a 100 per cent record in June is given the readers of the magazine.

By F. B. WILKINSON,
Agent, Jackson, Tenn.

WE have been asked to tell how we managed to avoid having an exception chargeable to us during June. To tell the tale we must begin at the beginning.

The Tennessee division has always been greatly interested in the safe and proper handling of freight, and we, who were doing the work, felt that we were just as good freight handlers as folks ever got to be. To be honest about it—we were fully satisfied that we knew all there was to be known and that our organization performed with the smoothness of the proverbial sewing machine.

Held a Preliminary Campaign

Our superintendent and supervising agent evidently did not fully agree with this, for they decided upon a Tennessee division "No Exception" campaign, which was to be held during the period of December 6 to 11, 1920, and they made it plain to us that the station making the poorest record would not be applauded.

We discussed the mater with our force, and as a result of the conference we were strengthened in our assurance that but little improvement could be made at our station. We decided, however, that other stations, particularly those to which we loaded our freight, lacked that high degree of perfection which characterized us, and that the local train crews were sorely in need of our attention and advice. Encased in an armor of self-righteousness and all puffed up with pride, we struck boldly out to preach the gospel of reform to those of our fellows who were blindly groping in freight-handling darkness.

F. B. Wilkinson

We soon found that the missionary effort which we were so cheerfully and enthusiastically expending upon our neighbors was more needed at home than abroad. It is a hard thing to acknowledge, but we soon found that the train crews and agents at the unloading stations were so busy trying to find our freight that we had failed to load in

proper station order, or that we had otherwise mishandled, that they really did not have the time to give their own freight the care and attention they knew it deserved and that they wanted to give it.

We quit our job of missionary and returned to the heathen at home—chief among whom were we.

Properly Received and Chaperoned

At home we began at the beginning. That is—we began with the agent. We gave the incoming freight from the city a personal reception at the warehouse door and stayed with it until the car in which it was loaded had been closed and sealed.

Next, we met the incoming merchandise cars and chaperoned the freight from the time the seal was broken until the freight either had been delivered to the drayman or had been stowed and sealed in the car into which it was transferred or consolidated.

We most heartily recommend this personally conducted freight-house tour to any freight agent who is satisfied that everything is all right at his station, or to the agent who is interested in strange animals and who wishes to see, at first hand, just what queer creatures can thrive and grow fat in the rarefied atmosphere of his most excellent station.

When we had finished our tour we were absolutely sure that no mistake was made when it was commanded that "the gospel should be preached to every nation"—beginning at Jackson.

Noticed Substantial Progress

Our intensive supervision finally resulted in our being able to forestall many errors of omission and commission which otherwise might have escaped us, and the fact that we were taking such an unusual interest in station platform affairs inspired our warehouse forces to greater effort than ever before. By the time the campaign closed on December 11 we could see that we were making substantial progress.

Our division officers were so well pleased with the results of the campaign that another was planned for February 7 to 19, 1921. Forearmed by the experiences of the previous campaign, we were able to make still greater progress during the February contest, and when, at its close, we stood charged with only two exceptions, we began to feel that we were really not so bad after all, and we entered with confidence into the Southern Lines "No Exception" campaign, which began May 1.

We might more truthfully say that we entered the race with over-confidence and that we ran with the same handicap, for when the month was ended we stood charged with seven errors, consisting of three bad orders, one pilferage and three overs. All these occurred despite the fact that we had honestly tried to make 100 per cent during the campaign.

Planned for Even Better Work

We had failed somewhere, but where? It was vital to us to discover just where the trouble lay, for about that time we had received notice that we had been entered in a contest which was to be waged during

Remember September!

CAR REPAIRERS, INSPECTORS AND OILERS CAN SAVE COAL—

1. By stopping all air leaks in train line.
2. By repairing defective triple valves and connections.
3. By close inspection of brake beams and brake connections.
4. By proper oiling of journal boxes, so that train will not have to stop on account of hot-boxes.
5. By close inspection of running gear, so that there may be no cause for an extra stop.
6. By completing inspection of train and having it ready to leave on listing time.
7. By seeing that all car doors are closed when train leaves terminal.
8. By seeing that side bearings on cars have proper clearance, so that trucks will adjust themselves after passing around curves.
9. By seeing that hand and power brakes are released on cars before trains leave terminal.
10. By seeing that defective or suspicious air-hose are removed from cars before train leaves terminal.
11. Foremen can help by seeing that all water and air leaks are repaired immediately.

June between the Northern and Southern Lines to determine who could best handle freight. Not only would our own reputation and that of the Tennessee division be at stake, but our grand division itself would be on trial, and the station which failed would certainly not be applauded by our general superintendent. That is—he would not applaud in such a way that one would enjoy the applause.

A council of war was held, at which every one who had anything to do with the movement of freight at the station was present. Our problem was earnestly discussed from every angle, each man telling of his experiences during the preceding campaigns and offering preventative suggestions which would safeguard us during the coming contest. The feature of the conference was the earnestness and eagerness with which each man entered into the discussion and the spirit of loyalty to the station and to the Tennessee division and the Southern Lines which was displayed.

The errors which had embarrassed us during the Southern Lines' campaign were taken up and analyzed in detail. This analysis proved to us that much of the trouble had originated here at home, but we were also convinced that some of it was likewise with the train crews and the local stations which unload the freight we handle.

A Reversal of Appomattox

During the previous campaigns we had made trips on local freight trains, and, while we had met with hearty and intelligent cooperation from every one of the agents and trainmen, we felt that it might be well for us to visit and counsel with them again.

The first response received was very encouraging. We explained the situation to a local freight conductor and told him just how difficult we felt that it would be to defeat the Northern Lines, because they had just completed a thirty days' "No Exception" campaign and their men would be well trained and eager for the fray. He listened attentively, and when we had finished he snorted and exclaimed: "Thunderation, man, you needn't worry. We'll beat them Yankees like they did us at Appomattox, and then some." This was the spirit that made our record possible.

The supervising agent had helped us mightily during the previous campaigns and was with us on the firing line when we went over the top on the morning of June 1 and he was with us until the last shot was fired on June 30.

Supervising Agent on Firing Line

During the late war an amusing incident occurred. A negro was scurrying toward the rear while a hard-fought battle was in progress, and as he ran he was hailed by an officer.

"Where are you going and who ordered you back of the lines?" the officer called to the frightened negro.

"My captain sent me back an' I'se gwine back, too," the negro yelled without slackening his speed.

"Stop, nigger," the officer shouted, "I am a lieutenant-colonel."

"Good Lawd, is I dat fur back?" the negro exclaimed, and he sat down and mopped his face. "I shore didn't think I had cum dat fast."

What we needed was not a man behind us to direct us, but a man who knew, in front, to lead us. We had this man in our supervising agent. Without his timely assistance and advice it would have been impossible for us to have won out.

Our real estimate of the value and importance to the agency of the supervising agent could not be better illustrated than by the following:

An agent and a conductor were discussing the relative merits of the various inventors of this century. The conductor argued that Thomas A. Edison had done more for humanity than any other inventor and was, therefore, entitled to the honor, while the agent argued strenuously for Charles G. Richmond.

"Heavens, man," the agent exclaimed, "all Edison ever invented was electricity and the phonograph, while Mr. Richmond invented the supervising agent."

Started With a "Pep" Talk

June 1 arrived, and the fight was on. The opening gun was fired when we called together our warehouse and platform forces

and gave them a short "pep" talk before we started over the top. Each man was a veteran of the three previous campaigns, knew his job and had the will to do.

To get a package safely to a patron at destination you must first get the package. This is fundamental. After you get it, you must know that it is in a strong container; that it is correctly, legibly and durably marked; that it is loaded into the prescribed car; and that it is correctly described and waybilled in the prescribed car. Having started the package right, you may reasonably expect it to reach its destination in safety.

We did all of these things and made our record show the name of each man who participated in the various inspections and movements, so there would be no question as to responsibility in case of error. The same record was kept of freight consolidated or transferred. By it we were able to know positively just who checked and supervised the movement of each shipment, the name of the man who loaded the freight upon the truck and the name of the man who stowed it. The pickers and stowmen kept such a close watch upon the movements that they could, in the majority of instances, remember the name of the man who trucked a shipment and the position and place the freight occupied in the car. During the campaign an amusing incident occurred which proves this.

The Top Was on the Bottom

We received a wire from a local agent who stated that a top was missing from a milk can in a shipment that we had transferred the day previous. We questioned our force and found that the stowman who had handled the shipment remembered the can in question. He said that the missing top could be found on the bottom of the can. This was good news to us.

We immediately wired the complaining agent: "Top is on the bottom of the can."

He evidently thought that we were joking him, for he replied: "Bottom is on bottom, but top is not. Answer."

We tried to be more specific this time and

The Force That Put It Over: Back Row, Standing, Left to Right—Truckers Bill Simpson, Henry Ware, Horace Theus, Jack White, Frank Houston, Sam Matthews, Charles Luckey and Charles Cranberry.

Second Row, Seated—Chief Clerk W. H. Brooks, Check Clerks W. B. Day and E. A. Bell, Foreman F. A. Williams, Warehouseman J. A. Coppedge.

First Row, Seated—Break-Out Curtiss Comer, Stowman Andy Stewart, Break-Out Marion Patterson, Stowman P. P. Major, Stowman Alf Bolin.

wired him: "Look on bottom of can, and you will find the top of the can stuck in the bottom of the can."

He then found the top on the bottom, and the incident was closed. The stowman was vigorously applauded. We think he deserved it.

The agency forces were not the only ones who were interested and who made strenuous efforts to prevent exceptions. During June it seemed that we had an epidemic of leaky cars and an unusual amount of rain. Here we want to pay a tribute to the car and yardmen who played such an important part in preventing exceptions by their careful selection of cars for our loading. The yardmen made an extra switch in order to furnish us waterproof cars, and not a car was roughly switched after it was loaded.

Wouldn't Take a Little Chance

Many incidents could be related that would reflect the fine spirit of helpful cooperation which was in evidence throughout the campaign by employes of every kind, but space forbids our mentioning more than a very few. Two are so good that we simply cannot refrain from relating them. They illustrate so well the spirit which made our achievement possible.

One hot, sultry day during the campaign we discovered a conductor busily engaged in re-stowing a shipment of flour in clayed bags. It transpired that he had found the flour stowed against a shipment of agricultural implements. None of the bags had been damaged, and the shipment was scheduled to unload at a station less than fifteen miles distant. The conductor felt, however, that the risk was too great; so he removed every sack of it to a safe location in the car, and from the first telephone station paid his compliments to the loading agent for his carelessness. He was not content to rest when he had removed the danger from that particular shipment. He protected future shipments by his prompt action in reporting to the loading agent. This was real team work, and that the conductor was an extra man adds to its significance.

Slow Stop Saved the Goods

The other story that we must tell is that of an engineman whose train was rattling along down grade at such a fast clip that the engine passed by the water spout. This caused some delay, and a division officer who witnessed it wanted to know why he did not stop sooner.

"I misjudged the speed a little," was the engineman's reply, "and I couldn't make a quick stop because this is 'No Exception' month and I can't take a chance on jazzing up that merchandise on the rear end of the train."

This engineer was not a Tennessee division man, but he has the Tennessee division spirit, which, we are proud to say, is the spirit of the Illinois Central System.

It is this spirit which made our achievement possible, and which makes the Illinois Central System the peer of all the railroads upon the earth.

MEN STUDY HOW TO SAVE

As an example of the spirit which permeates the organization of the Illinois Central System and helps to make it the greatest railway system in the world may be cited the class which twenty-five young men who are employed as engineers and firemen on the Chicago terminal division hold twice weekly at the 63rd street office building. The class studies fuel conservation, locomotive machinery and airbrakes. There are twenty-five regular members and others who drop in from time to time, and the class is growing. The men hope that in time it will include every engineman on the Chicago terminals, and then they would like to see it spread to all the system.

The class is organized and run by and for the men, and it is hardly necessary to add that it has the enthusiastic approval of division and general officers. Meetings are held every Tuesday and Friday night. Two brothers are among the leaders, C. C. Kemph, a fireman, being chairman, and F. A. Kemph, an engineer, vice-chairman. C. E. Hughes is secretary.

The members of the class have been preparing to take part in "Fuel Economy" month. At their meeting Tuesday night, August 30, they invited in General Boiler Inspector J. F. Raps, who made an interesting talk to them on "The Construction and Maintenance of Locomotive Boilers."

CLAIMS DEPARTMENT

A Judge on Ambulance Chasing

"That capital is now scared of Mississippi is due largely to the unethical practices of some of our lawyers in flooding the courts with personal damage suit cases, and the verdicts secured on the slightest pretenses," declared Judge R. W. Heidelberg in a recent address to the Rotary Club at Hattiesburg, Miss.

"I have known of many instances where some of these lawyers go to the extent of bringing men into court to swear to lies. And it is strange to me that business men, whose affairs are affected because of these conditions, often employ lawyers of this class to handle their business when they could secure the services of ethical attorneys who would try to do the right thing. Lawyers of the ethical class are thus forced to meet unfair competition, since our ethics forbid advertising.

"I say to you that the shyster lawyer who brings perjured witnesses to the witness stand to win a personal damage suit case is no better than a highwayman. In fact, he is not so good, for he lacks the physical courage, and does not encounter the same physical dangers as does a robber. He will go into court to get your property, and thereby runs no chance of physical harm. Such a lawyer in a community is as dangerous as a rattlesnake. And business men who encourage such attorneys by employing them are aiding the very man who is the cut-throat of business in our state."

Adds to Cost of Transportation

The law forbids the practice of hopping trains, and whenever boys steal away from home for the fun of hopping on the cars there is great danger of injury to them. This is what happened to Timothy Cleary at La Salle, Ill., when he lost a leg back in 1908. He waited ten years before starting a suit, and finally came into court with a story all his own.

Doubtless he hoped that so long after the accident none would be found who could remember that the unfortunate injury came in hopping a train. But he had misjudged the memory of man, for, although it was years afterward, he was confronted in court by the very boys who were his companions and who now contradicted his story by relating the

true circumstances of his stealing away from home and hopping the train.

The case was tried twice. Twice were employes taken from their work, and other witnesses transported great distances, so as to be present at the trials, which used up days of the time of court and jury. Of course the plaintiff failed in his attempt to get his fingers into the funds which should be used in the furtherance of transportation—few people would have dreamed that he would ever try—but even this expense of trying cases which have no merit is a considerable drain upon the funds of the railroads.

Damage Suits Again

In anticipation of the approaching term of the Hinds County Circuit Court, our semi-annual damage suit epidemic is making its appearance.

Damage suits are far more deadly than pellagra, for that disease is both preventable and curable.

But there seems to be no hope whatever for the lawyer who has a mania for filing damage suits. His disease is chronic.

A striking illustration of the injustice of these suits is furnished by a declaration filed

here a few days ago. The action is in behalf of a 12-year-old boy named Clark who lost a leg while stealing a ride on a freight train. The evidence shows that the boy went to the South Gallatin street crossing to meet a group of Boy Scouts. A fast freight train, made up of banana cars, was passing, and the youngster jumped aboard. A short distance down the track there was a switch target. The boy's body swung outward, struck the switch target, and he was knocked off the ladder, one leg being crushed by the passing wheels.

It was an unfortunate accident, of course, and everybody sympathizes with the youngster who is forced to go through life minus a leg. But there can be neither reason, justice, nor the slightest measure of common sense in giving him the judgment for $30,000 sought in the declaration just filed. He was unquestionably a trespasser. He had no business of any kind aboard the freight train. No doubt he had been repeatedly warned by his parents not to clamber aboard trains. And yet, on the shallow pretense that the train was running at "an illegal speed," an effort is to be made to mulct the railroad of $30,000.

The suit is not unusual. In fact, it is typical of a majority of the damage suit actions filed in our courts. As every well-informed person well knows, when the claim against a railroad is just, and the liability is conclusive, it is never necessary for a claimant to go to court. It is always possible to settle directly with the company. In practically every instance, when these big damage suits are filed, they are utterly devoid of legal or moral ground of action, and the only hope of the attorney is that he may be able to get a rabid anti-corporation jury, or else induce the company to settle for a small sum, rather than incur the expense of a trial in court.—Jackson (Miss.) *Daily News*, July 31.

A Death of Disappointment?

Some days ago a cow was discovered on the right-of-way near Yazoo City, Miss., by Section Foreman T. O. Davis. A freight train was heard in the distance, and Mr. Davis sent one of his laborers to drive the cow off the right-of-way. He succeeded in getting the cow away from the track, but before he got her entirely off the right-of-way, she fell dead. The veterinarian who was called to hold a post mortem stated that the cow died of disease, but there were those among the men who thought that disappointment, because she could not go the same route as so many of her ancestors, hastened her departure from this world.

Another Settlement Over-Ripe

Fruit won't hang on the tree after it is ripe, and the litigant who is sparring for a settlement must recognize the proper time to pick it.

Six years ago the scene was laid near Newell, Iowa. The setting was a railway crossing, and the cast included, besides the principals, Frank A. McFarline and his wife, May McFarline, their obedient servant who had in his day been a worthy contender among fast race horses but who now played only the minor role of pulling the buggy in which the two were riding. There was a quick lash of the reins, such as the race horse had probably not felt for years, but it was the once familiar touch, and the response was instant, as if the race were on once more. He jumped, but the buggy failed to measure up to the spirit of the occasion and tipped its occupants out on the ground. They were not struck by a train, but they claimed they were crossing over just ahead of one.

As a sequence to the first act, the next was set in the surroundings of the courtroom at Storm Lake in the presence of judge and jury. The bringing of the suit had compelled the railroad to come in and defend.

While the railroad could not appreciate any valid reason why it should be called upon to pay for the little tragedy, yet, in its pursuit of a policy of keeping out of court, a neat sum had been offered to persuade the plaintiff to drop the litigation and thus save the railroad the expense of bringing its witnesses to court and other expenses of the trial. The plaintiff's lawyers had been sparring for a settlement; now their opportunity was ripe. But still they wanted more, and this kept them

from picking the fruit which was within their reach.

The judgment entered by the court at the conclusion of the trial denied the plantiff any recovery, leaving the plaintiff to pay the costs.

While Mr. McFarline evidently was after the railroad's money, yet we cannot believe that he was anxious for a real law suit. He was always friendly throughout the trial, swapping stories and cigars with the claim agents who were present, and after the trial asked pardon for having put folks to so much trouble. It might be surmised that he would have been better satisfied if his lawyers had accepted the settlement offered by the railroad.

A Good Ticket, but the Wrong Train

Hark to the story of E. S. Bradbury of Belleflower, Ill., who on June 19, 1919, boarded Train No. 17 out of Chicago for his home, a place where No. 17 was not scheduled to stop. When asked to leave the train at Gibson City, he refused. A policeman came aboard and took him off. Later he sued the company for damages.

While he was in the restaurant of Gibson talking about the matter, a friend offered to take him home, which was but a few miles away, but he preferred to remain and cuss and discuss the subject. He said that he had been greatly humiliated, greatly wronged and injured—that he had a ticket to Belleflower, that the ticket agent at Chicago said this train stopped at Belleflower, that the porter said it would stop at Belleflower, and by jinks that he himself said it would stop at Belleflower, too, that night. But it didn't.

Of course, although he said that he was directed to get on this train by the ticket agent and the porter, the latter said they did not advise him the train would stop at Belleflower. But who would believe a ticket agent or a porter? He had his ticket and was on the train; now it was up to the railroad to deliver him, if he once got on.

The case was tried at Paxton, and the court instructed the jury for the defendant.

It so happened that Bradbury produced the ticket he purchased at Chicago as evidence of his authority to ride, and to ride to Belleflower. There was some reading matter on this little wretch that had escaped the official notice of Bradbury wherein it said: "Good to destination on trains scheduled to stop there; otherwise passenger must take local train."

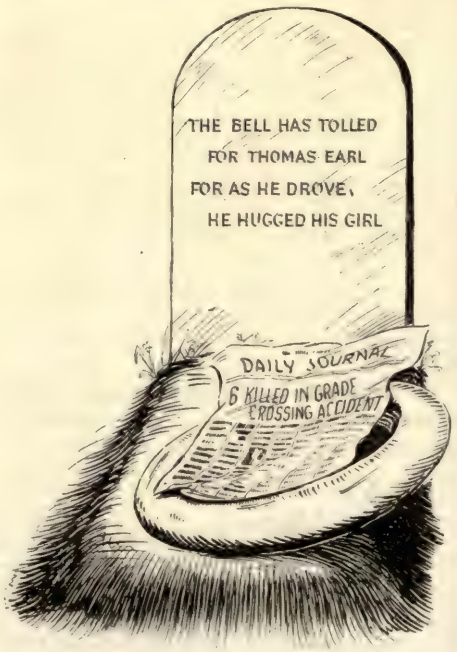
The case was taken to the Appellate Court. An opinion was rendered a few days ago in which the court said:

> As between a conductor of a railway train and a person riding thereon, the latter's right to transportation depends upon his ticket. The ticket presented by appellant entitled him to ride on only such trains as were scheduled to stop at Belleflower, the destination named on the ticket. His ticket did not entitle him to ride upon the train in question, and when the conductor informed him of that fact and requested him to leave the train at Gibson City and to take the next train, which would stop at Belleflower, it was his duty to do so. Whatever indignity, humiliation or mental anguish the appellant may have suffered by being compelled to leave the train with the officer was the direct result of his own conduct, and he cannot recover damage from appellee therefor.

Speaking of the ticket agent and the porter as having told this man that he could go to Belleflower on this train the court remarks:

> Neither the ticket agent nor the porter could waive the limitations on the ticket without authority to do so, of which there was no proof.

S. M. Copp and C. D. Cary herewith present No. 4 in their series of epitaphs:



The Penny We Save

The lake was crested with feathery foam as the waves splashed up on the beach and quickly receded. The sand under the July sun was a stretch of bleaching brightness. Far out in the water the red-and-black-capped heads of the more venturesome bathers bobbed up and down like floating buoys It was a deliciously lazy afternoon. I lay at full length, and the girl sat close by, still in bathing costume, and dug damp little holes in the sand with her slender toes. She was a blue-eyed, round-faced, smiling sort of girl, and I had been attracted to her instantly.

"Sitting out here makes one think of so many things," she sighed. "I do so want a vacation, but I really can't afford it."

"Have you been out of work?" I inquired, for we had met only that day.

"Gracious, no. But I haven't saved a penny all year. You see, I worked for the government at the shipyards in Philadelphia for eighteen months during the war. Living was higher in the East, and I went about a lot, and I spent all I earned then. I just don't save for vacations, or rainy days, or anything else. My bills and the little old pay check run a race every two weeks, and it seems that the bills are always waiting when the money comes in."

"That's bad business, girl," I said. "We are creatures of habit, and that applies to saving as well as to anything else."

"But I do so love pretty clothes," she persisted.

"What girl doesn't? The trouble is that most of us don't know how to buy clothes. There are three questions which you should ask yourself before making a purchase: First, do I need this thing? Second, will it fit in with my present wardrobe? Third, is it worth the price?"

"Is it worth the price?" she repeated, measuring the words. "Do you know, I believe you are right. I have said to myself often that a certain blouse or hat wasn't worth what it cost me, and I wished I had my money back. Just look at this bathing suit—twenty dollars! And I really could have made a cheaper one do. I am going to adopt your plan in the future, and start in again to save."

"Good for you. Saving for the right kind of vacation is an investment that will net you 100 per cent in health and happiness. You will find that it pays better than spending the hard-earned dollars for a too-expensive and perhaps unserviceable frock or suit. And now let's join the others and get something to eat. I'll race you to that big tree."

Household Hints for Home Makers

When boiling sugar and water for cake frosting, add a pinch of cream of tartar, and the frosting will be creamier. Instead of pouring the boiled syrup over the beaten white of egg, one housewife declares that her method of adding the beaten white to the pan containing the syrup makes the frosting smooth and glossy.

Lace curtains which are badly soiled should be soaked over night in cold water, before washing them in the regular way.

Do not try to sweep up bits of glass from the floor with a broom. It is best to use a damp cloth, as the smallest particle will adhere to it.

If you are keeping your furs at home, examine them for moths. Furs should be whipped with a stick and brushed, then put

in a fairly air-tight package or box in which there is some naphthalene.

Every Woman's Duty

To reduce the waist measure, try bending the trunk forward, at the same time touching the floor with the finger tips. Do not bend the knees.

The finger nails should be trimmed with a nail file. Cutting makes them brittle.

Standing on the sides of the feet rests them. Try it the next time you are required to stand for an hour or more.

Tested Recipes

PINEAPPLE SALAD. Drain slices of canned pineaaple and cut them into halves. Arrange on crisp lettuce leaves, cover the fruit with cream cheese pressed through a ricer, garnish with strips of canned pimento and dress with French dressing.

NUT BREAD. 1 cup graham flour, 2 teaspoons baking powder, ½ cup chopped nut meats, 1 cup sweet milk, ⅔ cup white flour, 1 tablespoon sugar, 1 level teaspoon salt. Combine the dry ingredients and then add enough milk to make a rather stiff dough. Mold into form of a loaf, let stand for 30 minutes, and bake.

PINEAPPLE FILLING. 1 cup sugar, 1 egg white, ½ cup boiling water, 1 cup grated or crushed pineapple. Boil sugar and water (adding a pinch of cream of tartar) until the syrup threads. Pour gradually on well beaten egg white. Beat until of right consistency to spread on cake. Spread the pineapple on the cake and cover with the boiled frosting.

COFFEE CAKE. Mix a sponge of 1 teaspoon of sugar, 2 cups of sifted flour, ¾ cup of milk and ½ cup of water, ½ teaspoon of salt, and ¾ cake of compressed yeast dissolved in a little warm water. Cream ¾ cup of sugar with ¼ cup of butter and add 2 well-beaten eggs. Add this to the sponge, beat well, and sift in gradually 2 cups of flour. Set aside to rise to double its bulk. When light, dip a spoon in hot water and divide the dough into two square tins, pressing it with spoon until spread evenly. Let rise one-half hour, brush the top with melted butter, strew with sugar and cinnamon, and bake. Raisins may be added to the cake if desired.

From the Shops

Quills poke out jauntily from the newest hats for autumn wear.

Metal cloths, woven of exquisite colors, are used for fashioning fall frocks.

Knickers are increasing in favor. Always the sensible thing for golf, motoring, or hiking, they have actually been worn on a busy thoroughfare. And they make a hit!

Blest be the tie that binds the buttonless tie-on apron dress, for the wringer can't pull off the buttons.

Cape effects in draperies and sleeves are found everywhere.

If any little love of mine
May make a life the sweeter,
If any little care of mine
May make a Friend's the fleeter,
If any lift of mine may ease
The burden of another,
God give me love and care and strength
To help my toiling brother.

—ANON.

Life's Little Lies

Urging the world's greatest bore to "call again."

What the wild waves hear: "Oh, Jim, don't let go. I'm afraid! I really can't swim a stroke."

A REVISION

In the story about the Dawson Springs, Ky., sanatorium, which appeared in the July issue of this magazine, proper precedence was not observed in listing the contractors, according to a note from Theodore R. Troendle, president of the Dawson Springs Construction Company. Mr. Troendle interprets our statement as being to the effect that his company and the George W. Langford Company of Louisville are joint contractors, whereas they are merely associated. "The Dawson Springs Construction Company is the general contractor on the work," he writes, "and the George W. Langford Company of Louisville is associated with the Dawson Springs Construction Company in the work."

Problem: To Find the Reproduction Cost New of Company's Equipment

Four Methods Are in Use, Mechanical Engineer Explains, but Difficulties Are Many; June 30, 1915, Used as Date

By W. T. KELLY,
Mechanical Engineer

CONGRESS, in 1913, passed what it known as the Valuation Act. By provisions of this act, the Interstate Commerce Commission is given the duty to investigate, ascertain and report the value of all property owned and used by every common carrier subject to the orders of the commission. The act also provides that the commission shall ascertain and report in detail the original cost to date, the cost of reproduction new and the cost of reproduction new less depreceiation of each piece of property owned or used by each common carrier.

In order to do this work the commission was authorized to employ experts and other assistants, and the railroads were required to furnish such information as was necessary to make a valuation.

The present article is intended to describe some of the methods used in valuating the rolling stock of a common carrier, and particularly the methods of determining its cost of reproduction new. In order to valuate any large property, and especially one similar to the Illinois Central, which is composed of so many different kinds of units, two things are necessary—first, to know the correct number, kind, type, size and capacity of the various units, and second, to make the application of the proper prices.

June 30, 1915, "Date of Valuation"

In a property of the size of this railroad, the number of units is constantly changing, due to the fact that some become inadequate and have to be retired, some are destroyed in accidents, and new units are constantly added to keep the property up to the required standard. It therefore becomes necessary to designate some particular date when the units are to be counted. The commission has set June 30, 1915, as this

W. T. Kelly

date for the Illinois Central. This date is known as the "date of valuation" for the Illinois Central lines. About November 1, 1914, the commission, through the central district organization at Chicago, began the field inventory of this company's property.

The determining of the correct number of locomotives and passenger cars is a comparatively easy task, as there are not so many of these units and, furthermore, they do not leave the company's lines, except possibly for very short periods. It was found, however, that it was necessary to make an actual inspection of each locomotive and passenger car in order to obtain certain information which was not kept in the records.

The ascertaining of the correct number

of freight cars and work equipment for any particular date is sometimes most difficult. On June 30, 1915, this company owned 67,912 freight cars and 2,810 pieces of work equipment. When one stops to consider that the freight cars are scattered over forty-eight states, Canada, Mexico, and parts of Cuba, it can be seen that the work of tracing each one to find if it is on the "live list" is no small job. Each railroad is supposed to make a report to the owners as soon as a car is destroyed, but sometimes these reports are delayed for months.

Cars A. W. O. L. in Mexico

An extreme case may be cited of some cars which moved into Mexico in 1913 and 1914. No reports have been received from these cars since, with one exception, when one of the cars was reported in 1919. In this case the company could not prove the existence of these cars, and therefore they were not included in the valuation. This case is cited merely as an example to show the work involved in tracing each car.

The correct number of units and their complete description having been obtained, the next step is to find what it would cost to reproduce each one new. Before this can be done, it is necessary to know what prices, whether those of this year or some other year, are to be used. The commission has ruled that the average market prices for 1910 to 1914 inclusive should be applied. To determine the average prices for 1910 to 1914 for cars and locomotives exactly like those of the Illinois Central is difficult. This is due to the fact that very few railroads buy the same car or engine year after year, and seldom does one railroad buy equipment exactly like that of another. To many of us one car may look like another, but there are certain differences in the detailed construction which may affect the price materially.

Couldn't Use "Bill of Material"

One of the oldest methods of finding the cost of reproduction new of any article composed of different kinds of material is to make what is known as a "bill of material." By this method the number of pieces, their size, weight, etc., are tabulated, after which each item is priced. To this material charge is added an estimated cost of the labor for making, plus a reasonable overhead and manufacturers' profit. In the case of equipment, this method would be very tedious and would consume a large amount of time. Furthermore, the manufacturers' profits vary to a considerable extent, for in times of business depression they cut their profits in order to obtain business to keep their plants running. It was also found that the manufacturers of equipment were not willing to divulge their profits and overhead charges. For these two reasons, this method is difficult to apply.

A certain modification of this plan, developed by the equipment committee of the presidents' conference committee, is known as the "P. C. C. Method." The method developed for locomotives will apply to cars as well, as the same principles are used. The equipment committee obtained from the builders a complete list of all locomotives built for American roads for 1910 to 1914. This list gave the sale price, light weight and all specialties used in constructing the locomotives. A "specialty" may be defined or properly called an "accessory," a term used in the automobile trade but up to the present time not generally applied to railway equipment. A complete list giving the price and weight of all specialties was also obtained, and these prices were reduced to net prices by deducting from the purchase price of the specialty its weight times 8 cents a pound. Each locomotive was reduced to a base, or plain, locomotive by deducting the net price of all specialties from the total price received by the builder from the railway company. From its weight, the price a pound was figured. The price a pound of a plain locomotive varies according to its weight; the heavier the engine, the less the cost a pound. This information was determined and furnished all carriers. The price a pound as developed is the average for 1910 to 1914 and includes the manufacturers' overhead and profit.

How the New Method Is Applied

The application of this method to determine the cost of reproduction new is simple. First, it is necessary to know the light weight of the locomotive. This weight, multiplied by the price a pound corresponding to the weight, gives the price of the loco-

motive stripped of its specialties. After the price of these is added, the cost of reproducing the complete locomotive is obtained.

This committee, in developing the information for additional years to and including 1920, found that the same locomotive would cost 251 per cent more if built in the first half of 1920 than if built in the earlier period mentioned above. Likewise, a steel passenger car would have increased 231 per cent in price, and a composite wood and steel freight car 313 per cent.

Another method of finding the cost of reproduction is by the use of a trend line. By this method the percentage of increase or decrease of average prices is developed by comparing the prices of each year with those of some other year used as a base, or 100 per cent. These percentages, plotted on cross-section paper, give points on a line which show the increase or decrease of prices as compared with any particular year taken as a base. Given the year bought and the original cost of any article, its reproduction cost can be found by applying the percentage of the increase or decrease of prices of that year as compared with the base.

A fourth method is the use of the original cost as the cost of reproduction. This plan is criticized by some who contend that this is not finding the cost to reproduce new, but merely what the article cost in the first place. Others contend that for some things this is the only plan that can be followed satisfactorily. There were some machines built years ago which are not like those being built today, and it is therefore impossible to obtain any comparative prices to ascertain the cost of reproduction.

The four methods described above, or combinations of them, are the principal ones used by most carriers and the bureau of valuation.

This company is not required to find the cost of reproduction of equipment, but has had this work done in order to check the figures submitted by the commission. A comparison of these figures is as follows:

	Bureau of Valuation	Illinois Central
Locomotives	$24,196,073	$27,775,784
Cars	60,236,260	61,734,147

It must be kept in mind that these figures represent the cost of reproduction new of the locomotives and cars that were in existence on June 30, 1915, and at the average of 1910 to 1914 prices.

Big Business at Canton, Miss., in 1857

A reminder of the days when an agent's accounting was not a difficult matter at the Canton, Miss., station appears in a document recently received at the office of the *Illinois Central Magazine* from L. C. Esschen, auditor of passenger receipts, Chicago. This document is the original report rendered by D. H. Otto, agent of the Mississippi Central and New Orleans, Jackson & Great Northern railroads, now Illinois Central, at Canton, Miss., for the week ending October 31, 1857.

Apparently that was a big week, for the receipts—including $10.10 cash from Conductor I. R. Hull—totaled $19.60, almost half of the month's receipts of $42.75. It is interesting to note, says Mr. Esschen, that the October, 1920, receipts at Canton were in excess of $6,000.

Passengers north that last week in October totaled thirteen, with not a one listed in the column for sales south. Ten of these thirteen traveled 80 cents worth apiece, to what appears to be Cypress. One spent half a dollar to get to Ways Bluff, and two spent the same amount apiece to get to I. R. Davis' place.

Ticket earnings for the week ending October 7, figured into the same account, were $5.75. The next week saw receipts of $6.80; the next week, $10.60.

This report was brought to light as a curiosity in 1898 by Captain James Dinkins, who was our southern passenger representative at the time.

The Busy Bees: How to Choose Them and Set Them at Work for You

Fear of Being Stung and Lack of Knowledge Keep Many From Making Good Money, Says Expert

In the May issue of the Illinois Central Magazine reference was made to the bee knowledge of J. R. Wooldridge of Chicago, Pullman conductor on the Illinois Central between Chicago and Carbondale, Ill. Mr. Wooldridge has a statewide reputation among bee-keepers. In the belief that employes of the Illinois Central may be interested in taking up this interesting and profitable work as a side-line, Mr. Wooldridge has set down some of the A B C's of bee-keeping.

WHY do so few people keep bees? The fear of being stung and lack of knowledge how to handle bees. The fear can be overcome by the use of wire veil, elbow gloves and smoker. These articles will absolutely protect you from all danger and cost you less than $5 to procure, a small amount indeed. Then why not keep a few bees as a sideline, when you have recreation, pleasure and financial gain all combined, to say nothing about the beautiful honey for your table, with the balance for market?

Where could you keep them? Almost any place in your back yard. Lattice work or vines just in front of the entrance to the hive will cause the bees to fly above your head. In the garret of your house, garage, barn, on flat-top buildings—just set them down, look after them three or four times a month, having in the meantime gained some knowledge by reading a bee journal or text-book in order to be able to tell when anything appears to be wrong.

Where the young bees come to life. The bees come out below and find their food supply around the sides and top. Typical brood-frame taken late in October—an ideal frame for that late in the season. Ten of these are in the equipment of an average hive.

Work Done in Three Months

Your work almost always is done in three months, except the honey harvest, which can be handled promptly or delayed to suit your convenience. Nature, which so wisely provides our flowers with nectar secretion going to waste by the ton, also provides the bee to gather and reduce it into the purest sweets known, of many flavors adapted to the taste of all. Honey is considered largely a luxury by the masses, when in reality it should be on the table of the poor as well as the rich, and would be if we had the bees to gather the wasted nectar that nature provides but is lost.

Why don't you investigate? A small investment will start you. The profit will surprise you, and you have converted your idle hours into a "bonus" and not interfered in the least with your position. You also have become a producer in place of a consumer, and scarcely know it, the effort has been so small on your part. You know there is no scolding, no driving; the little busy bee works from sun-up until sun-down for you and boards itself.

Modern Equipment Necessary

After he has decided to make a start in bee culture, many minor questions arise for the beginner, such as what kind of bees to keep, what kind of hives to use, and perhaps where to get them. Nearly all bee supply houses send out a complete catalogue containing cuts of all the different parts and what they are used for. This will give you a general idea

of what you need, but don't buy all they offer. Perhaps you have a friend who is a good "bee-keeper" (not just a keeper of bees), who will take pleasure in giving you all the information needed at this time. But remember: For success you must have modern equipment to start with.

The modern hive has its ten removable brood frames, so that you can uncover the hive, take each of the ten frames out one at a time, inspect them thoroughly, return them to the hive in order, and replace the cover. When this examination is over, you have not injured a comb, killed a bee, or even so much as received a sting, and it is all done in fifteen or twenty minutes by the beginner. This examination gives you practical experience, and you soon learn the habits and conduct of the colony.

The Italian bees have proved themselves superior in resistance to bee disease, gentle in disposition and excellent in honey gathering. You will find both the leather and the golden colored Italians of this character. For myself, I prefer the leather colored Italian, as it seems to stand the severe winter just a little better for me, although both are good. These can be purchased many places at a moderate price.

Often the question is asked by the beginner: "How much honey will I get?" Of course, seasons have considerable to do with this. In Illinois in 1920, the state average per colony was about forty-seven pounds. The general average is materially reduced by the soap-box and nail-keg bee-keeper, while the modern equipment bee-keeper's average will be one hundred pounds or more in a single season surplus, as well as providing the colony with ample stores for the following winter and spring brood-raising.

How would a scene like this look in your back yard? Part of Mr. Wooldridge's bee-yard at Carbondale, Ill. The landing boards in front of the hives are unusually wide, so that the returning worker need not alight on the ground. The jars are feeders for stimulating brood-raising. At the end, at the right, is a watering vat for the bees.

Hitting It Up With the Snoop-Hounds

By HORACE

Short Story Complete in This Issue

Chronicling Some Experiences of an Amateur at the Great American In- and Out-Door Sport of Suing for Damages. Exciting Adventures While Splitting Prospective Contingent Fees.

SHE sat just across the aisle of the old-fashioned day coach. It was on a branch line from Hawbush Junction to the city, and the hour was late afternoon, not quite light enough to see very well, yet not dark enough to have the Pintsches burning. She was apparently young and prepossessing, mysteriously veiled, and traveling all alone. A dashing brunette. I have a peculiar *penchant* for brunettes. They interest me strangely. Not that I flirt—dear me, no! Merely a protective instinct, feeling of chivalry, knightly courtesy and—er—that sort of thing. Especially if it's a young and comely brunette, traveling alone—

In my haste to get down the steps I did an awkward thing. I missed the little stool the brakeman sets for passengers to step on.

But she didn't notice me, more's the pity. Arrived at the whirring city terminal she got up to get off. Me, too. I followed her down the aisle. Her dark blue suit sure fitted her—not too snugly, of course, according to the style, but just enough. Fine figure, what? My word, yes. A pippin. I got jammed with my grip in the doorway. Confound those old-style coach doorways! She nearly got away entirely. In my haste to get down the steps I did an awkward thing. I missed the little stool the brakeman sets for passengers to step on. Down went McGinty—you understand my name isn't McGinty. Speaking poetically. Lost my hat; my grip came open; out tumbled soiled collar, socks, pack of cards for playing patience, toothbrush and whatnot. Awfully friendly little man helped me up. Friendly and solicitous. Meanwhile the brunette was escaping. Had a curiosity to see whether she stopped in the station or went up town; if the latter, whether she took street car, taxi, luxurious private limousine driven by family chauffeur, or simply walked. You know—a fellow gets to wondering and can't rest until he knows for sure.

Friendly little guy recovered hat and brushed me off. Thanked him and made as if to hurry away.

"One moment," he chirped. "May I ask your name? Also address. I'm Mr. Catchem," he says, "of the firm of Catchem, Goings & Cummings, Attorneys. You fell off this train. Cause for action against the company," he says. "We'll take your case—quick, your name—" he pressed a business card into my limp hand.

"I'm in an awful hurry," I told him. "I'll

look you up tomorrow. Excuse me temporarily," I called over my shoulder.

"I'll get the names of witnesses," he yelped after me. "See you in the morn—"

The brunette was just leaving the waiting room by way of the street door. As I sprinted in pursuit something woolly and soft entangled my feet; there were shrill ki-yis, barkings, growls, and the angry tones of a woman's voice. Seems I'd stepped on somebody's poodle. Instantly a crowd of rubberers assembled. Somebody yelled, "Mad dog!" The station was in a turmoil. A sandy-haired man with a face like a sorrel horse hooked me by the buttonhole and led me to one side.

"You were bitten," he hissed. "I saw the whole affair. You've got a cinch. Big damages for harboring a vicious dog. Trust me—I'll secure all the evidence and fight the case for half. My name's Trimm—Shearm & Trimm, Lawyers, Skinner Building, Room 23. Name and address, please—" he got out his notebook.

I gave a jump and his finger tore out of my buttonhole. "Awful hurry," I squealed. "See you tomorrow—" and ducked. The lady with the toy poodle under her arm issued from one door as I burst out of another. She was conveyed by two red caps to a waiting automobile. The horse-faced man was writing down the license number when—Eureka and oh, joy! There was my nifty brunette just in the act of boarding a street car. I thundered in her wake. But for a trifling untoward incident I would have caught that car by a 6- or 8-inch margin. My right forefoot came in contact with something round and slippery. As slippery as ice; in fact it was ice, as we later established in open court. A piece of ice no bigger than half a dollar (fifty cents, silver, a United States minted coin), which very probably had dropped out of a passing ice

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wagon upon the pavement. I side-swiped the street. My hat went under the wheels of a second street car, my grip under the hoofs of a grocer's cart—er, that is, the hoofs of the horse which was hitched to the cart, don't you know.

Two men helped me to my feet. Both were lawyers. And one other lawyer got there a fraction of a second later. There seemed to be some dispute as to which one actually saw me first. After some bluffing and bluster the disputants effected a sort of compromise by which, I gathered, each was to share on a percentage basis. Meanwhile the street car went on away with my lady fair inside it. The three legal gentlemen proffered their cards: Mr. Getts, of Golightly & Getts; Mr. Diggs, of Diggs & Hunt; Mr. Fox, of Fox, Fox, & Buzzard. I never learned which Mr. Fox he was. We were now joined by Mr. Catchem and Mr. Trimm. The latter assumed a proprietary attitude with his finger in my second buttonhole.

"This is my client, gentlemen," he said a little brusquely. "Our firm represents him in his suit against Mrs. Upton Scadleigh, whose dog bit him a few minutes ago in the waiting room—"

"He! he!" cackled Mr. Catchem. "What part of the person is the waiting room, Trimm? As a matter of record, I am this gentleman's attorney. We are bringing action against the R. F. & D. Railroad and the Union Depot Company for $500,000 damages by reason of injuries sustained when our client was forcibly ejected from a train and—"

"Shut up, Catchem," interposed a fat man with rat eyes who bustled up. "I'm George W. Quibble, a reputable member of the bar, sir," he said to me. "I have the names of nine witnesses who saw you run down by the automobile whose driver failed to stop; I have telephoned a description of the car to the police—"

"But I wasn't run down," I objected feebly. "I slipped and fell—I think I stepped on some ice—"

"Ha! Good! We'll sue the city for having an icy pavement—your name and address, please!" His assurance rather overpowered me.

"My—my name's Horace," I deposed in a still, small voice.

"Horace what? Speak up, don't mumble."

"Put it down John D. Horace," I told him, summoning my native effrontery. "I'm named after Rockefeller. John Doe is my full given name; only I spell it 'Doe' and he spells it 'Dough.' My address is Mrs. Sniff's boarding house, corner Tomtit street and Bearcat avenue."

All six of them wrote this information down. The man Diggs, as I afterward learned, insinuated himself into juxtaposition with my left ear.

"Tell the rest of these shysters," he whispered, I thought rather excitedly, "to beat it. They're all sharks. You want an honest lawyer, not a pack of ambulance-chasers like these fellows. Where can I see you privately in say half an hour for a heart-to-heart conference?"

"At the east door of the post-office," I whispered back.

In the course of the next ten minutes I privately made appointments with the five others for personal conferences at different times and places. "Don't sign any papers for anybody else without consulting us first," each one admonished me.

I noticed that Messrs. Trimm and Fox were treated with scant, not to say stilted, civility by the rest of my lawyers. I shrewdly surmised that these two weren't affiliated with the Amalgamated Ambulance-Followers' Association, or something. I took it they were outlanders, belonging to that scurrilous and conscienceless tribe which ekes out a precarious livelihood independently, scavenging around the edges and "making nice of no vile hold to stay 'em up." The latent ill-feeling between these rival factions broke out suddenly in loud abuse when Mr. Fox referred to "my client's cause against the street railway company." Mr. Getts strongly objected to such an assumption. "Bunk and balderdash!" exploded Mr. Getts. "It has been clearly understood that Getts & Golightly have been retained to fight Mr. Horatius's $50,000 suit against the traction people. Our specialty is fighting the traction company—"

"That," retorted Mr. Fox warmly, "is a statement utterly false and misleading, if not actually libelous. It reflects upon the sanity, business acumen and general reputation for

honor and integrity of my client Mr.— ah— Mr. Horatio—"

"Liar and poltroon yourself!" shouted Mr. Getts, losing his temper.

Whereupon Mr. Trimm, deeming no further provocation necessary, gave Mr. George W. Quibble a shove with his shoulder. In a few seconds a deafening, six-mouthed, vocal street brawl was in progress. As the bone of contention, I decided to slip away under cover of the barrage. Somebody had restored to me the handle of my grip, one sock and a pair of soiled collars. My hat was gone—entangled in the diabolical machinery of that street car. Likewise my wondrous charmer, the veiled houri with the sable tresses. One had gone one way and the other the other, obscurely speaking. So I oozed out of the thick of the verbal riot and trickled away in the lee of a passing flivver, or flivvers.

A big placard painted on white cotton cloth, stretched across the front of a store, caught my eye like a newspaper headline. It read:

"MAMMOTH FIRE SALE! UNSPEAKABLE BARGAINS. MARVELOUS AND UNHEARD-OF SACRIFICES OF HIGH-CLASS MERCHANDISE. CLOTHING, SHOES, FURNISHINGS, HATS, CAPS,"—

"Hats, caps," was what did the business. The proprieties demanded that I obtain a hat or cap to cover my immodestly exposed turret of thought. I entered the store.

Twelve smiling, abject, almost groveling clerks leaped to welcome me. They shook my hand, felt the texture of my slightly wilted Palm Beach suit, cuddled me, murmured soft nothings in my ear.

"Mr. Silverlieber! Front! A gentleman wishing a complete outfit, clothings, overcoat, shoes, linen, and a steamer trunk. One moment. Mr. Goldheimer, this way—"

"I would like to buy a hat," I insisted weakly. "Just a hat, nothing else."

But I finally compromised by purchasing a hat, a golfing cap, a suit of Alabama all-bull English tweeds with two extra pairs of trousers, tan shoes, shirts, collars, neckties, holeproofless socks, hankerchiefs, celluloid cufflinks, studs and buttons, and an imitation pasteboard suitcase—but what I started out to say was: They short-changed me. My bill came to $11.68. I tendered two $10 bills and received back $3.32 in change instead of $8.32. I raised a roar. All hands insisted that it was a ten and a five I'd given them. They wafted me volubly toward the door. There, as we reassured one another with promises of reprisals and threats to summon the police, a dapper person appeared at my side as if by magic. He distributed cards all around reading "Philbert Q. Philpotts, Attorney-at-Law, Claims and Adjustments."

'I have the honor to represent this gentleman," he said putting an arm tenderly around my shoulder. "Let us have done with wrangling. We'll let a court of justice pass upon the merits of our contentions—suit will be filed tomorrow for actual and punitive damages."

The Silverheimers and Goldliebers and Coppersteins displayed visible evidences of being considerably taken back. My lawyer's formidable mien threw a panic into their craven bosoms. There ensued a hurry and a scurry, and in a twinkling somebody pressed certain money or moneys into my unresisting hand. It was paper money—two green-backs, a ten and a five. My legal friend and I passed arm-in-arm out of the store.

He was a genial soul. I liked him from the first.

"What was the controversy about?" he

They short-changed me. My bill came to $11.68. *I tendered two* $10 *bills and received back* $3.32 *in change, instead of* $8.32. *I raised a roar. All hands insisted that it was a ten and a five I'd given them.*

inquired affably. I recounted the circumstances in minute detail.

"Good!" he said. "We have them where we want them. The restoration of your money, or any part of it, was an admission of attempt to defraud. We'll file suit for $50,000 actual and $50,000 punitive damages tomorrow morning. Let me have the money, please. It's important evidence. I'll put it in my office safe. One moment—I'll write you a receipt. What name, did you say?"

Thus I met and instinctively trusted Philbert Q. Philpotts. We had a lemon sour together, and discussed the ins and outs of modern litigation. Before we separated, I entered whole-heartedly into the beginnings of a career of intrigue. I dedicated myself to stratagems and spoils. My friend and adviser, Philpotts, instituted suit against the Gold-Silver Fire and Water Sacrifice Sale Establishment without delay. There was also a piece in the city *Daily Argus* which stated that "an unknown man created a near riot at the Union Station yesterday evening by attempting to steal the prize Pomeranian chow beagle of Mrs. Upton Scadleigh, wife of Upton Scadleigh, millionaire sportsman, clubman, coalman, and iceman, president of the Black Diamond Coal and Cold Spring Ice Company, as Mrs. Scadleigh was on her way from the baggage room to her waiting motor car. The would-be thief escaped in the crowd."

We at once filed suit against the paper for $100,000 damages because of the libelous character of its published statements—that is, libelous as concerned me.

I then proceeded to engage, with the assistance of my diversified and more or less imposing array of legal talent, in various and sundry suits at law evolving out of my natural and commendable desire to see what became of a certain dimpled and delectable young woman in an attractive blue tailored suit. Catchem, Goings & Cummings represented me in my case against the R. F. & D.'s leased and operated lines; we asked for $500,000 damages. I wasn't particularly smitten with Trimm, of Shearm & Trimm, but I felt sort of morally obligated to him for getting Mrs. Scadleigh's number—that is to say, her motor car's number—so I let him handle my case against the Scadleighs for $100,000 damages due to being attacked by said defendant's dog while affected with rabies—the dog had the rabies, you understand—etc., etc.

Then there were suits brought against the traction company, the city, the ice company—not Scadleigh's ice company this time, but another one—and also the grocery establishment that owned the cart which devastated my suitcase. The suit on account of the suitcase—confound the apparent asininity of English phraseology!—was for $50,000 only. We thought that sum wouldn't be confiscatory, and yet it would teach them to be more careful of other people's rights and property. I broke with Fox, of Fox, Fox & Buzzard, at the last minute. His firm insisted that I buy a wheeled chair and pretend to be paralyzed from the waist down by reason of the accident wherein I lost my hat. We were to ask $1,000,000 damages of the traction company for having run over me with one or more of its street cars. I flew the track when they mentioned sticking pins in me and such like.

"Paralyzed from the waist down, eh?" I snorted. "No, you're paralyzed from the neck up—" and so we parted without mutual endearments. George W. Quibble handled the case against the street railway people. It was bitterly contested.

We got our witnesses from many sources when the several cases came to trial. My attorneys were resourceful to an unbelievable degree when it came to obtaining witnesses. I haven't the slightest doubt that they could have conclusively established, without any difficulty at all, if it had seemed necessary or even advisable, that I was a world-famed philanthropist and benefactor of the human race, or a liar and a fool, as the case might require—in fact, they did establish all that. We had unimpeachable testimony to prove that I had been systematically and persistently misused and persecuted by different soulless corporations—that I'd been threatened, browbeaten, intimidated, bribed, blackmailed—that I was a man of deep and fervent religious beliefs, born of ancient and illustrious parents, whose chief bid to fame had been their extreme poverty and sterling honesty. That I had once been a paragon of manly vigor and strength, but now, look at me! Look at me, gentlemen of the jury! A pitiable wreck in mind and body. A

shattered, miserable, repulsive, gibbering shadow of a human being, to be shunned and sidestepped by his fellows. Like some witless, mesmerist's helper, I enacted the role I was supposed to play. I was devout, or doddering, or doped with deadly drugs, or bowed by the weight of my horrible sufferings—I, who had once been a banker and owner of my private racing stable, and also a famous athlete and *bon vivant*. Sometimes I was a blue-blooded scion of a lordly race, and again I was only a poor Hick from the high weeds, who'd been stepped on and squashed flat by Juggernaut.

We surely used up a lot of language.

The cases resulted variously. As my attorneys said, nobody knows what a jury will do. Sometimes we got judgments; sometimes not. Either way there would be an appeal taken. Once we were awarded a verdict of $10 damages—that was in our suit to recover from the grocery company—but the court set it aside as excessive, and we appealed. I have four or five suits—I forget exactly—now pending in the Supreme Court.

Last Tuesday counsel telegraphed me from Washington that the United States Supreme Court or something had remanded my case against the R. F. & D. Railroad for a new trial. I had already won in the lower courts with a verdict of 1 cent damages, but our opponents took an appeal.

My attorneys are uniformly and universally optimistic.

And yet—one thing saddens me whenever I think of it. I wish to goodness I could have caught that street car and found out where my veiled temptress went. I've never laid eyes on her beautiful unseen face and matchless form since I lost her.

I wonder who the deuce she could have been! I liked the fit of her suit, and if I could find her I don't know but I'd lay suit as a suitor for—but there, there!

The Locomotive Engine

Into the gloom of the deep, dark night,
With panting breath and a startled scream,
Swift as a bird in sudden flight,
Darts this creature of steel and steam.

Awful dangers are lurking nigh,
Rocks and chasms are near the track;
But straight by the light of its great white eye
It speeds through the shadows dense and black.

Terrible thoughts and fierce desires
Trouble its mad heart many an hour,
Where burn and smolder the hidden fires,
Coupled ever with might and power.

It hates, as the wild horse hates the rein,
The narrow track of vale and hill;
And shrieks with a cry of startled pain,
And longs to follow its own wild will.

Oh, what am I but an engine shod
With muscle and flesh by the hand of God,
Speeding on through the dense, dark night,
Guided alone by the soul's white light?

Often and often my mad heart tires,
And hates its way with a bitter hate,
And longs to follow its own desires
And leave the end in the hands of fate.

Oh! ponderous engine of steel and steam,
Oh! human engine of flesh and bone,
Follow the white light's certain beam—
There lies safety, and there alone.

The narrow track of fearless truth,
Lit by the soul's great eye of light,
O passionate heart of restless youth,
Alone will carry you through the night.

—Ella Wheeler Wilcox.

Five Minnesota Veterans

(Continued from Page 21)

the days when he was a schoolboy at Dunleith, when the old Argyle Hotel there was considered the finest west of Chicago, with its 145-foot front, four stories and basement, and dining room and ballroom that could accommodate twenty sets of a quadrille on the floor at one time. He recalls seeing troop trains leaving over the Illinois Central for Cairo when General Grant was concentrating troops there in the winter of 1862—thirty-five box cars in a train with 2-inch plank seats across the cars, and two days and nights to get to Cairo.

He recalls the beginning of the career of C. A. Beck, made general manager of the company in 1890, who served as operator and agent at Dunleith about 1860.

The Vixen and the Vampire, thought to be the first engines west of the Mississippi River, were brought to Dubuque in 1857 to assist in the construction of the Dubuque & Sioux City Railroad (now the Illinois Central) to Dyersville, Iowa. They were of 12-inch cylinders with one driver and were found able to handle two cars from Dubuque to Farley. The last time Mr. Quinlan saw the Vixen was in 1888, when she was loaded on a flat car for delivery to some lumber company in Minnesota.

Took Engines Across on Ice

In the winter of 1858 two engines, the Blackhawk and the Platt Smith, arrived at Dunleith for delivery to the Dubuque & Sioux City. These were considered the final thing in engines, as they had four drivers and 15-inch cylinders. To get them across the river, which was frozen, tracks were laid to the edge of the ice and the engines were dragged cross by horses after they had been placed on foot-square timber skids. These engines were in use until many years after the Illinois Central took over the property in 1867.

T. W. Place was the engineer on the first engine reaching Dyersville, and Peter Girard, whom Mr. Quinlan describes as a stout, hardy Frenchman, was his fireman. The engine was off the track several times on the trip, and a day was used to reach Dyersville. Fireman Girard is now dead, but Engineer Place, who later was master mechanic, is still living at his old home in Waterloo, Iowa.

Like Your Work, He Advises

Mr. Quinlan recalls shaking hands with General Grant on his first return to Galena after the Civil War, and after the general's trip around the world Mr. Quinlan was called to be conductor of an excursion train from Waverly, Iowa, to Galena on the occasion of the celebration. With excursion trains arriving all morning, it was a great gathering, Mr. Quinlan recalls, and the pickpockets from the cities reaped a harvest, including a gold watch and chain from D. W. Parker, superintendent of the Iowa division. The watch had been a gift from employes, and Mr. Parker eventually succeeded in getting it back.

After almost fifty years of service, Mr. Quinlan's message to the new employe is to conserve his health and to enjoy his work. Don't be discouraged by lack of education or of training, he advises; a man can make himself succeed. "A man should grow happier as he grows older, if he is on right terms with his work," he declares.

Mr. and Mrs. Quinlan live at 100 Langworthy street, Dubuque. They have been happily married fifty years and six months.

Worked 50 Years in One Place

William Adrian, boilermaker at the shops in Waterloo, Iowa, is on his fifty-second year of service for the Illinois Central Railroad. During all that time he has been employed in the shops at Waterloo.

Mr. Adrian was born January 25, 1854, in Hessen, France. When he was six months old, his parents brought him to America and settled in Napleville, Ill. Ten years later they moved to Waterloo, Iowa, and he has lived here since.

When he was 16 years old, he obtained employment in the Illinois Central shops at Waterloo as helper. He found the work interesting, and at the end of six months bound himself to the company for four years' service under a $100 bond. During these four years he was an apprentice boilermaker, and was the first apprentice in the shops at Waterloo. His interest and willingness for

work won for him the position of boilermaker at the end of those four years, and he has held that position since.

Never Reported Late but Once

Last year Mr. Adrian was painfully injured when a brick arch in the firebox of an engine he was working on gave way and fell on him. One rib was fractured, and his arm was badly bruised. He was sent to the Illinois Central Hospital in Chicago and received treatment there for three weeks. He underwent an operation, and was kept from his work six months. When he was able to return to the shops, the doctor advised that he be given light work. He is now located in the old roundhouse there, repairing units and testing engines for leaks.

In speaking of his long record of service, Mr. Adrian says with pride that he never reported for duty late but once, and was docked one-half hour for that.

Fifty years of service in one place may seem uninteresting to most people, but Mr. Adrian says that he has never felt the time hanging over him, nor has his work been monotonous at any time. Boilermaking was his chosen trade, and he has found it extremely interesting.

Has Been Forty-Seven Years in Service

Fred H. Spohr, section foreman at Waverly, Iowa, has spent the greater part of his life in the service of the Illinois Central Railroad, and he insists that every moment of it has been a pleasant one regardless of the many great hardships he was forced to endure in the early days of his employment. Last March rounded out his forty-seventh year of service.

Mr. Spohr was born June 26, 1852, in Germany. When about 20 years old, he came to America on the advice of a friend from the old country who had made the move and had obtained a position with the Illinois Central on a section at Waverly, Iowa. Mr. Spohr's first place of employment was on a farm in Cook County, Ill. He continued a correspondence with his friend in Iowa, and after one year was persuaded to move there to obtain a position on the same section. To his sorrow, when he arrived in Waverly, there was no opening on the railroad. There were many more men seeking positions on that very section, he said. When the gang would return after making a tour of inspection of the track, the platform at the station would be lined with men asking if there was an opening for them.

Finally Got in the Section Gang

He was greatly discouraged at first, but knew that as soon as there was a vacancy his friend would do all he could to get him the place. He contented himself with odd jobs of anything that would afford him a livelihood.

In March, 1874, his friend's leg was broken when a crossing sign was being put in place.

"This is your chance, Fred," his friend said. "I want you to take my place on this section, and make good."

Mr. Spohr was given the position by P. Bunn, who was the foreman at that time.

The work in those days, Mr. Spohr says, was much harder than today. There were no power cars to take the men to work. The cars had to be pumped by hand. The result was that the men were tired from propelling themselves when they arrived at the location where the real work was to be done. Then there was the final task of pumping back to town after the day's labor was completed.

But the men took much interest in their work in those days, he says. None of them "watched the clock," and each put all his strength into his work and tried to do as much as possible. The men sought to show that they were really of service to the company, for there were others to take their positions if they failed. And their pay was only 50 cents a day, Mr. Spohr says.

Much Trouble With Iron Rails

The rails used in his first years of employment were chair iron. They battered quickly at the joints, and had to be replaced often. The iron served well for the first few years, but as the traffic became heavier, the rails required constant attention. The battered ends were broken off and spliced back into place again. Sometimes the rails were turned around so that the battered ends would come at a different place and make the rails last a short time longer.

The first rails weighed only 45 pounds. These soon had to be replaced by 56-pound rails on account of the increasing weight of

the traffic. But these soon wore out, and 60-pound iron rails were put in. The rail problem was proving to be a menace, Mr. Spohr says, and the company made a great step forward by installing 60-pound steel rails. These proved to be a great relief to the section men and a much greater insurance of safety to the trains. The iron rails often broke under the weight of the train, and accidents were numerous, although the section men were constantly on the lookout.

The ballast in those days was heaped up earth, and each shower meant a thorough inspection of the right-of-way. The section men tore down fences to place under the ties to hold them in place, and searched for heavy rocks to make the roadbed more solid.

Walked Track in Bad Weather

The men walked the track in all kinds of weather. Snow often drifted in the cuts to a depth of fifteen feet. Mr. Spohr says that the merchants and clerks of Waverly often went out with the section men to clear the track of snow so that the trains might pass. Some trains were snow-bound for weeks. Often it got as cold as 30 and 40 degrees below zero, and Mr. Spohr says he has had to walk the tracks at night with his face and hands covered with ice. Frost would cover his lantern so completely it was impossible for the light to be seen.

About half-way on his section, there was a farmer who kept a warm fire burning each night so that Mr. Spohr could stop in to warm himself and clear off all the ice. At times, his hands became so numb they were useless to him. If it had not been for the kind-hearted farmer, he says, there were many nights that he would have been unable to proceed.

Never Injured While in Service

Mr. Spohr made many friends as his years of service wore on. It was obvious that he had the interest of the company at heart. In 1891 his efforts were rewarded when he was made foreman of that section. Since that time, the company has placed rock and cinder ballast on its right-of-way and has installed 85-pound steel rails. The section men ride to and from their work in power cars, and the laborer receives more pay than the foreman received in former years. Mr. Spohr smiles when he recalls the time when he received 50 cents a night for walking the track in a blinding snow storm.

Neither he nor his men have ever been

Things to Talk About

During July, 1921, the number of carloads of grain loaded on the Illinois Central System exceeded the number loaded during July, 1920, by 91.8 per cent. The number of cars loaded during the first seven months of 1921 exceeded the number loaded in the corresponding period of 1920 by 24.2 per cent. For January, February and April, the 1920 loadings exceeded those of this year, but for March, May and the months following there has been an appreciable gain over 1920. The carload grain loading figures follow:

	1921	1920
January	5,404	5,747
February	4,336	4,630
March	3,649	2,972
April	2,588	3,209
May	6,022	3,357
June	4,379	3,491
July	7,661	3,995
Total, seven months	34,039	27,401

There is some cause for optimism in a study of these figures. In connection with the general signs of a business reawakening, which are visible on every hand, they indicate that commerce is once more struggling back to its feet. The economic structure of the United States is such that the welfare of business is largely dependent upon agricultural prosperity, and the increasing liquidation of the farmers' holdings of grain may be taken as an indication that agriculture especially is building the foundation for the business revival.

Incidentally, and by no means unimportant, is the indication contained in these figures that the present scale of freight rates is not, as some claim, a barrier to better business.

injured while in the service of the company, and no accidents have occurred through lack of duty on the part of this section. Mr. Spohr speaks highly of the Illinois Central System, and says that when his railroad days are at an end it will be hard for him to stay away from the section when the hour for work arrives.

He is in good health now and apparently hardy, but he says that his staying out in all kinds of weather in his earlier days is beginning to tell on him.

Several of the men of his section worked under his direction for from ten to twenty-five years. One man was retired not long ago on account of old age.

Although German by birth, Mr. Spohr is a good American, and gave his whole support to this country during the war. Before long, he says, he intends to turn in his papers to be placed on the pensioners' list. He is a constant reader of the *Illinois Central Magazine,* and says it interests him greatly to know what is being done on other parts of the system.

What Waste in Small Things Can Mean

By C. W. TITUS,
Accounting Department

Our company buys and distributes annually more than a ton and a quarter of rubber bands, for which we pay in excess of $3,000.

Rubber bands are handy little things and serve a great number of purposes, but unfortunately their lives are limited, and therefore their usefulness is curtailed to the extent of their period of resiliency. They were never intended to serve any but a temporary purpose, yet I have found them by the singles, doubles, triples and dozens even, wrapped about permanent and closed files.

Most of them had become entirely disintegrated, unfit for further use, and consequently a dead loss to us. Examination of current files, however, will disclose a large number of "live" ones that may be salvaged and restored to a sphere of usefulness.

The same utter disregard for expense applies to the various kinds of paper fasteners in common use, 4,200,000 of which cost us $3,500 annually. And last but not least, consider the humble pin, at two tons a year and a cost of $1,700.

Any of you who read this article and who have access to or handle files, take a look through the files in your own office, vault or storeroom, and I'll warrant you can in a very short time salvage enough such material to last you for a considerable period, *provided* you cut out the extravagance and don't use two paper fasteners where one answers the purpose, and *never* use a rubber band on a permanent or closed file.

Speaking of waste, I have seen tacks on the side of a box car as thick as flies on a molasses barrel.

We must realize that the company's property is our property; so if we waste it we shall have skimp or retrench somewhere else, and that "somewhere else" is likely to be our own semi-monthly pay check. Why not? Think it over, you fellows, and run the railroad's business the same as you would the one with your own name over the front door.

This applies not only to the humblest switch shanty down in the yards and the most obscure agent's office out on the line, but to Central Station, 135 East Eleventh place, Chicago, as well.

These may seem like small matters, but it takes only 100 small round copper discs to make 1 dollar, and the latter doesn't seem small to any of us these days.

If the stationery department would discontinue furnishing such material for a stated period, what would happen? I'll tell you. We'd find a lot of old paper clips and rubber bands in bottom drawers and various other obscure places, (besides in the files), and we'd utilize the used material the same as we did our old clothes during the war.

Remember September!

ACCIDENT AND INJURY PREVENTION

A Challenge Accepted

BURNSIDE shops—your challenge is accepted. When you put up John Morrissey, John Carey and Albert Erickson in the July issue of this magazine as examples of long service without accident, little did you reckon with the maintenance of way department of the Springfield division. Superintendent C. W. Shaw decided that he probably had some pretty careful workers on his own part of the system; so he had the records looked up. and now we have the pictures and records of four section foremen of the Springfield division who have been in the service from thirty-four to forty-nine years without an accident.

This means that these four men have avoided acicdents themselves and have led their men in the paths of safety so that their men likewise have escaped accident. When the risks of handling heavy track material are taken into consideration, in connection with the other chances that a workman takes, it will be seen that the maintenance of way department of the Springfield division has been doing its part for safety.

Section Foreman George F. Shimp, Patoka, Ill., has been in the employ of this company for forty-nine years, two years as laborer and forty-seven as foreman. In 1907 he had charge of a large extra gang laying steel between Pana and Branch Junction, a distance of fifty-eight miles, and he has always worked a fair force of men on the track at Patoka. He says that before per

Thomas Hughes, Martin Hughes, George F. Shimp, John M. Pyatt

mitting men to handle heavy material he cautions them to be careful and to have the same thoughts toward their fellow employes. Mr. Shimp says he will maintain this record throughout the rest of his term of service with this railroad, so that when retired he can look back over his career and feel proud of the fact that his efforts toward accident prevention were not in vain.

Thomas Hughes, section foreman, Champaign, Ill., has been in the service for forty-one years, five years as laborer and thirty-six as foreman. He attributes his good record to requesting his men always to think before doing any hazardous work and to have the safety of their fellow employes always in mind. He says, "I always live up to the rules and regulations governing the use of hand and motor cars and also to all other safety instructions." Mr. Hughes will soon be retired on a pension. After he is transferred from active to honorary service, it will be gratifying indeed for him to know that during his period of service with this railroad neither he nor anyone under his direction ever lost any time on account of injuries.

Martin Hughes, section foreman, Lincoln, Ill., has been in our employ for forty-one years, three years as laborer and thirty-eight as foreman. He says that accidents are preventable and that they can be eliminated when men avoid placing themselves in dangerous positions. He further says that foremen must keep the "Safety First" ideas before the men at all times and should be especially watchful of new employes. He is certain that he will maintain the good record he has had for the past forty-one years.

John M. Pyatt, section foreman, Vera, Ill., has been employed for thirty-four years, five years as laborer and twenty-nine as foreman. "I have never had occasion to make out a personal injury report in my life," he says. He was associated with Mr. Shimp in laying the heavy steel between Pana and Branch Junction in 1907 and had charge of a large extra gang. Taking into consideration the risks incurred in the handling of rails, etc., he feels it is remarkable indeed to go through without having a personal injury. Mr. Pyatt further says, "I have never asked any of my men to do anything that I would not feel safe in doing myself."

The Rock Island recently retired an engineer who has worked fifty-two years without an accident. Has the Illinois Central any examples like that? Can any other division or any other department of any other division produce records of safety to compare with those of Burnside shops or the maintenance of way department of the Springfield division?

He Laughed

He laughed when they told him the ladder was weak,
And remarked it would hold half a ton.
It cost him a hundred to settle the bill
When the doctor and nurses were done.

He laughed when his foreman urged greater care
As he carelessly cleaned the machine.
The doctor remarked as he bound up the wound,
"It's the very worst mangling I've seen.

He laughed when a shopmate dug from his eye
A speck with a match whittled round.
They removed the bandage in the course of six weeks;
He could see with one eye, it was found.

He laughed when they warned him to drive with due care,
And he struck a 60-mile clip.
The judge fined him fifty, and gave him three months;
He had broken only one hip.

He laughed when the doctor ordered him home
For a couple of days with a cold.
In a tubercular hospital he thinks of the past,
It's too late now to help him, he's told.

He laughed when told that infection might come
From leaving a cut go undressed.
'Tis said he looked natural as if but asleep;
His headstone says he's "At Rest."

He laughed when told to go lighter on food,
He said he would eat what he chose.
The funeral was large and the music was fine;
On his grave was planted a rose.

He laughed when advised to insure his life,
And said he would live forty years.
His widow does washing to earn her support.
And he might have saved her the tears.

But Most Men Are Honest!

(Continued from Page 62)

cause the human beings in charge do not happen to be as wise as they might be. We can have a predatory corporation just as we can have a predatory individual, but the corporation is predatory not because it is a corporation but because it is managed by predatory individuals. If a congenital burglar happens to be president of a public-service corporation, he is going to run that corporation on burglarizing lines, and if we pass a general statute designed to stop this particular man's depredations we are not doing anything of a larger social benefit than if we attempted to prescribe by law exactly what tools a burglar should carry in his kit.

What Shall We Regulate?

It is unpleasant to have to examine public statutes dispassionately, even cynically, for a doubt as to the wisdom of regulation is sometimes interpreted as a doubt of democracy.

The only way to be popular is to have faith in the sublime efficacy of law. It does not do to suggest that maybe we have too much law and too many lawyers—that we are law and lawyer-ridden, that perhaps the narrow, detached, legalistic view is distinctly at variance with the public interest. But if we are going to regulate, what is it that we want to regulate?

"Profits" is the usual answer. For some time past most people in business would welcome a regulation of profits, especially a regulation upward. The regulation of profits not many moons ago was, however, a fertile field for the natural-born regulator. How can you regulate profits? Shall we say that not more than a certain percentage of profits shall be earned on the cost of an article? We tried to regulate prices—every country tried that during the war and with uncommonly disastrous results. If we make the maximum percentage of profit low—and there is no reason for a law if other than a low limit be set—then the big, well-equipped manufacturer will earn a great sum because his business is apt to be founded on an ability to make a large annual profit on a small profit per dollar. The smaller and less efficient manufacturer, or the manufacturer who may have a special trade, cannot earn a living on such a profit basis.

Making Efficiency Dishonest

Or shall we reckon the profit on the capital invested? Good business depends upon getting the largest possible profit out of the smallest possible capital. The man who makes a little capital go a long way would then be penalized for his efficiency. Nobody can or will put more capital into an enterprise than is necessary; and if we limit the amount of profit that may be earned upon capital, we either drive out capital or the efficient concern will be forced to juggle its accounting so that less is charged off for depreciation, and so that repairs, which might by a stretch of the imagination be charged to capital, are so charged. Thus, in order to make efficiency profitable, it would have to be first made dishonest.

We can regulate by forcing trade-unionism upon an industry. That also has been tried. The reply to trade-unionism is the trade association formed to combat or to treat with the union. After a period of negotiation there is always the danger that the two of them will join in a species of guild socialism—as in the building trades—and become united for depredation. This is both a shortsighted and a self-destroying policy, but again it is the individuals concerned who are at fault and not the plan under which they work.

There are dangers in individualism, but they are easily met. They are practically not more than ordinary criminal dangers. They become serious only when groups under individual leadership acquiesce in what amounts to criminality. Whether in such cases it is better to take drastic criminal measures or to pay out enough rope for the organizations to hang themselves is another question.

Told All but One Thing

That, however, is aside from the main topic. The belief seems to be growing that it is possible in some salutary way to regulate business in general without going to the full lengths of state ownership—in

short, to adopt what are said to be the advantages of socialism without adopting what are said to be the disadvantages of socialism. There is rumored to be a pleasant middle course.

Let us take the most complete example of regulation. Take the railroads and the Interstate Commerce Commission. The Interstate Commerce Commission is supposed to be responsible for the management of the railroads. It minutely supervises their every move. It tells me how I should build a car or locomotive. It will soon be telling me how many and what kind of cars I must have. It tells me how I must spend my money. It passes upon any securities that I may want to issue. It does nearly everything about the railroad excepting to tell me how, with the regulations in force, I can make money, and consequently how, if I need more capital, I can get it. The federal commission is supplemented by state commissions.

Orders Without Responsibility

In a degree the same condition extends through every detail of public service—through the electric railroads, the gas companies, and the electric-light companies. They are all regulated by commissions, and they are required to keep these commissions informed upon the vast number of details in which the commission, through voluminous blanks and special inquiries, evidences interest. These reports are a serious burden on the railroads; all the information of possible utility could be compiled without great difficulty. The railroads compile a deal of it themselves for their own use. But practical information does not much interest commissions. They want to have complete rather than useful statistics, and the archives of state and federal offices are piled high with masses of documents, costing millions of dollars to prepare, that never will, and probably never could, be used by anyone. That is one phase of government in business.

The railroads, in addition, to all intents and purposes, have had taken away from them the power to fix wages. So in the railroads we have the best of all examples of everything we know up to the present time about the regulation of corporations. For every angle is covered. The presumption is that this species of regulation prevents individuals associated in railway corporations from preying upon the public. As far as the railroads are concerned, the regulation was in the beginning negative. Without tracing the various stages, it is enough to say that today it is positive. The railroads are told what they shall do as well as what they shall not do. This is a logical progression of authority.

The moment, however, that the state says what a corporation shall do, it takes away from the owners of that corporation the right to direct its policies, excepting within a very narrow sphere. If the state has the needed wisdom to direct the affairs of a corporation better than can its officers, then it would appear proper for the state to take over the property. That wisdom has not been apparent.

There is no reason to believe that any commission, appointed or elected, can, either by virtue of the office or by virtue of the power vested in the office, have superwisdom. Commissions do not have, and so we get the very dangerous situation of practically autocratic bodies being able to issues orders without responsibility. This has happened time and again on the railroads.

Try This in a Factory

We have had wages fixed entirely without regard to the ability of the corporation to make ends meet. The railroads have been compelled to employ many, many thousand more men than were necessary for the work in hand. Suppose a manufacturer, an advocate of government regulation, should receive an order commandng him to increase his working force by one-third—to put three men to the doing of every job that two men had been doing. What would happen? How long would that factory stay in business? And what would that manufacturer say if, when he announced that he would quit business, he received another order to go on whether or no and find the money somehow? We have smiled rather indulgently at the tales from Russia of workingmen insisting that their

wages be paid whether or not the factory was operated. But we have done almost exactly the same thing here—a little less boldly, perhaps, but not less pointedly.

If we must have regulation—and it is believed that those without experience in an industry are better able to regulate it than those with experience and employed in that industry—another step is inevitable, and that is federal or state guaranty of the profits of an industry. With a guaranty of profits we reduce the management of industry to a mere matter of order taking.

The man does not live who can direct to the fullest of his ability—if he has no discretion in directing. If the president of a railroad or the president of a corporation merely sits at his desk and looks at orders from without as they come to him, he is not going to be much of a president. He cannot be. His corporation, under the guaranty, will earn the same amount whether he be efficient or inefficient, and, being only human, he will at once adopt the governmental formula of office-holding, which is that the only mistakes that count are those of commission.

In ordinary business the mistakes of omission are as important as those of commission, but in government it is otherwise. The way to be happy and secure in a government office is to play safe. The way to ruin a business is to play safe. With government regulation and a guaranty nobody has any responsibility. If a commission makes a mistake, it can cover its tracks. For instance, the Railroad Administration made an immense number of mistakes, but responsibility for them cannot be placed as in private business. The responsible head is so far away as to be irresponsible.

Few Monopolists Survive

The most prosperous business men know today that profits are not made at the expense of anyone—they are made by fair dealing. The criminal of business is the profiteer, and his season is no longer than any other criminal's. He flourishes only in an emergency when goods or service can be bought from him and from no one else. He has loomed large in the last several years, but he does not amount to much now. The only form in which he can now extort profits is through monopoly. Monopoly can exist only by law or because country-wide or world-wide transportation is in such bad shape that a section is cut off from the competition of the world markets. And the idea of monopoly is today fairly well toward death. The monopolist is a creature surviving from a past age. When he tries to be criminal, he can be treated as a criminal. We had adequate laws to cover that. We do not need laws that assume criminality in business, for most men are thoroughly honest. We can create dishonesty by law—but that is hardly the professed intention of legislators.

Would it not be better to assume that the average man in business is honest and wants to be fair—just as we must assume that the average citizen is honest and fair? Then we can go on from that and define what is unfair or dishonest in order that the few criminals may be punished. That is the usual procedure of laws touching individuals. What more is required for business?

Would it not be possible to order our affairs to better advantage if we were to sweep out most of the regulatory statutes and commissions that only make business more difficult and add to the burdens of the public through higher taxes and higher prices, and if we were to ask the government to keep away from business unless it could aid in a constructive way? Otherwise do we not run the danger of having our whole economic life weakened? It has been tinkered with a good deal lately. The railroads are an example of what regulation can do. Do we want more examples?

Why not assume that most men are honest?

Remember

September!

A Pensioner's Tribute

By I. E. MARTIN,
Pensioner, Supply Department,
Port Arthur, Tex.

IN 1916 I retired on pension, after twenty-five years' service. My home was in McComb, Miss. After I was placed on pension, I moved to Port Arthur, Tex., September 20, 1916.

I had not been in Port Arthur long before I found out that the Illinois Central was not known to the people here out of New Orleans and the cities immediately to the north. I went to work for a real estate man, a former employe of the Illinois Central, N. M. Barris; through his office I became acquainted with the business men here. I ordered a supply of folders, and when I received them I gave them to the people who were going away to cities east of the Mississippi River. After this they came to the office inquiring as to Illinois Central trains out of New Orleans and to the cities north.

Later on through F. L. Jones of Houston, district passenger agent for the Illinois Central, I received two maps and two official guides. One of these I placed in the Mississippi State Bank and the other in Mr. Barris' office. Partly as a result of this a good passenger business has been turned over to the Illinois Central.

Mr. Jones has called on me several times. He is always very busy. I often advise the merchants and the business people, when they go away for their vacations or to some northern market, to take the "only road" out of New Orleans. I am glad to do this for the Illinois Central in return for the good treatment I received and am still receiving.

To all of my fellow employes, I would say: "Stand by the bridge, it will carry you over safely."

Things We Should or Should Not Do

Tomorrow never comes; do it today.

You can help. Will you?

Why not do it now?

Prepare for a rainy day. This applies to railroading.

A satisfied customer makes two satisfied. This applies to an employe.

Use tools for what they are intended. If not, you only break them. They cost money both in labor and material.

Be on time. It can be done.

Get your fuel in early. It will help transportation as well as yourself.

You can assist in reducing claims. Just help a little. Every little helps.

When the public is asking questions and no one of authority is around to answer them, if you have the knowledge, assist.

Let's all help to conserve fuel.

Now is the time to release cars. Talk it and do it!

Be courteous and polite. It won't hurt you, and it will help the company.

Help the *Illinois Central Magazine*. Contribute something.

You work for the best railroad in the world. Why not have your friends ride and ship over it?

Do your part.

ACTS AS STOREKEEPER

J. W. Cockrill has been appointed acting division storekeeper at Water Valley, Miss., succeeding W. E. Hoyt, temporarily assigned to other duties in the supply department. The appointment was effective August 16.

Remember
September!

NEWS of the DIVISIONS

AROUND CHICAGO

The General Office Baseball League during August played its last series of games. The standing as of August 17 was as follows:

Teams	Games	Won	Lost	Pct.
63rd St.	21	17	4	.809
Accounting	19	15	4	.789
Engineering	19	13	6	.684
Burnside	18	8	10	.444
So. Water St.	17	6	11	.353
Purchasing	16	5	11	.312
Mechanical	17	4	13	.235
Operating	13	3	10	.231

Dining Car Department

On August 12 the Pullman Company delivered five new standard up-to-date dining cars to the dining car department. These cars have been put in service on the famous Panama Limited, trains 7 and 8 between Chicago and New Orleans, relieving five other cars which were models of the car-builder's art at the time this train was put into operation, in November, 1916.

The new cars, which are steel and equipped with electric lights and fans, steam heat and improved methods of ventilation, have the same seating capacity (thirty-six) as the other cars, but have a more elaborate complement of silver and china-ware. The silver-ware is the latest pattern devised by Redd & Barton, and is not equaled by any other service in this country, while the china-ware is the latest production of the Bauscher potteries of Germany. The car alone represents an outlay of $52,000, while the silver service and china-ware on each car totals the tidy sum of $8,000. Thus it costs about $60,000 to prepare the car for service, not counting the cost of the pure imported Irish linens which decorate the tables.

It has been computed that, after completely equipping a dining car with all the paraphernalia necessary for road service, it costs the railway company 57 cents to prepare a guest a comfortable chair to sit in, a fine carpet to walk on, an electric light and an electric fan to enjoy, shining silver-ware to handle the food, exquisite china to serve it, spotless snowy-white line to cover the table, and courteous waiters and skilled cooks to prepare and serve—this before the guest has received anything save his sparkling glass of ice-water.

Al Ballard, our teamster, is away on his vacation, visiting friends in New York state.

Vacation time is drawing to a close, and it is a relief, as the work becomes lighter when everybody is on his own job.

Suburban Passenger Service

The first train of new all-steel suburban cars was operated out of Van Buren street, train 329, Engine 1448, Conductor J. E. Zimmerman, Engineer P. Larson, August 19, 1921. Conductor Zimmerman, who is the oldest conductor in suburban service (the "daddy" of them all), is proud of the fact that it fell to his lot to be conductor of the first train of steel cars put into service.

Miss May Johnson, after a long illness and operation, is improving.

Miss Jessie Shoemaker is visiting in Ohio.

Miss Julia Stage is taking a vacation.

Miss Minnie Lorel has returned from Montana after three months' absence.

Miss May Van Ness has been absent for five weeks on the sick list.

E. O. Guyton and family made a tour through Wisconsin while on their vacation.

B. O. Brussow and family are on their vacation.

Mrs. Marion Pressler is on her vacation.

Station Master Hovey recently entertained his father from the East.

Cy Kenney is on his vacation.

The ball game between the Suburban Train-

Trussing Cars

Very little has been said in the past in regard to trussing cars. This is an important matter and should be given more attention in the future than it has had in the past. We all know that, if cars are permitted to run and be loaded with loose truss-rods and truss-rod saddles missing, it is damaging to the cars. It is much better to keep cars properly trussed at all times than to wait until they have become swagged and all out of shape and then try to straighten them. All of our new cars, as well as the old ones, should be watched closely in regard to this matter. If they are kept properly trussed at all times, we will find that it will prolong the life of our cars several years.—MAURICE WILSON, *Car Foreman, Shops, Paducah, Ky.*

men and the Illinois division team ended in a victory for the trainmen by a score of 14 to 7.

MINNESOTA DIVISION

Superintendent L. E. McCabe and Mrs. McCabe have returned from an extended vacation in the New England states.

Misses Lenna Lightcap and Hilda Blichman, stenographers in the superintendent's office, have returned from their vacations. Miss Blichman spent her vacation at Lake Okoboji, and Miss Lightcap spent hers in Chicago.

Miss Genevieve Sims, clerk, is convalescing from an operation for appendicitis.

H. G. Brown, trainmaster, has returned from a two weeks' furlough in Bowling Green, Mo.

Mike Oster, assistant chief clerk, is the proud father of a baby boy.

Tom Flynn has accepted the run on No. 31 and No. 32, and is now contemplating moving his family from Waterloo to Freeport.

A baby girl arrived at the home of Chief Accountant G. A. Saunders the latter part of July.

Conductor P. M. Berg and family are vacationing in the Dakotas.

G. Nash, instrumentman, has returned from a two weeks' vacation in Paducah, Ky., and Two Rivers, Wis.

Miss Ethyl McNamara, clerk in the roadmaster's office, is spending two weeks in Peoria and Chicago visiting relatives. Miss Margaret Walsh, accountant, is also vacationing in Chicago.

Mrs. S. C. Jump, wife of the assistant engineer, has returned from an extended trip through the South.

The Western Lines traveling engineer's fuel conservation committee held meetings at Waterloo terminal Wednesday, August 24, and Dubuque, August 25, preparatory to the campaign against unnecessary fuel consumption during September. These meetings were attended by representatives from every department on the division, and keen interest was manifested.

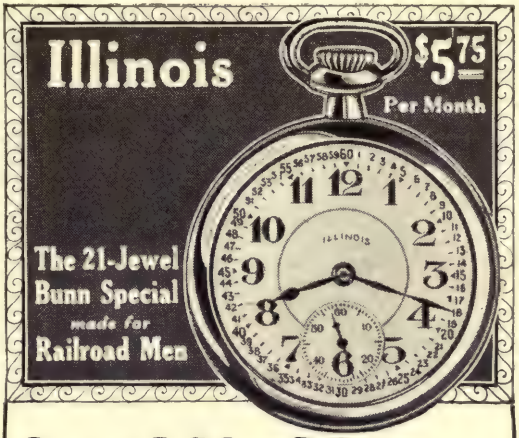
IOWA DIVISION

What would have been a successful raid on a box car loaded with valuable merchandise was interrupted by a citizen and the local officers August 19, though the would-be robbers succeeded in making their escape, reports the Calhoun County Republican of Rockwell City, Iowa. The car was standing on a siding not far from the Illinois Central depot, and the thieves had unpacked and piled up in front of the car door about $2,000 worth of goods, mostly fur and men's fur-lined overcoats, preparatory to dumping it into a Ford car and making their get-away. The car was billed to some point in Montana. E. A. Bloomfield, who resides not far from the tracks, late at night heard sounds from the direction of the side track and thought he saw several men working at one of the cars. He telephoned to Marshal W. R. Wilson, who summoned Sheriff Fowlie, and with one or two others they went down to investigate. In some manner the men who were looting the car got wind of the fact that the officers were coming, hastily left the car and made themselves scarce in that locality. The officers entered the car and found the merchandise piled up in front of the door.

ILLINOIS DIVISION

Superintendent's Office

The Illinois division ranked first in submitting final reports of accidents during July, with an average of 2.7 days.



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GEORGE E. BRENNAN, Manager **Telephone Franklin 3600**

Arthur Donnals, trainmaster's clerk, submitted to an operation for appendicitis at Burnham Hospital, Monday, August 8. He has now been removed to his hime and is getting along nicely.

Mr. Dodge and Mr. Lindrew were in Champaign the afternoon of August 24. They held a meeting in Superintendent Hevron's office, in regard to consumption of fuel.

Champaign Freight

Owing to ill health, A. C. Bialeschki, delivery clerk, is leaving the latter part of this month for Phoenix, Ariz., to remain indefinitely.

A meeting of Illinois division agents was held in Champaign freight office, Saturday, July 30. the principal subject discussed was car service rules, per Circular 26, July 6.

Dave Wiseheart, warehouse clerk, has returned from a month's vacation spent in Seattle and Tacoma, Wash.

Kankakee Freight

Bill Clerk J. F. McCarthy is spending his vacation on a tour of the East.

Agent J. M. Purtill, Yardmaster E. Damon and J. R. Brayton attended a car service educational meeting in Superintendent Hevron's office, August 17.

Yardmaster Damon, after tramping up and down the yards for the last twelve years, concluded that walking while off duty is too tiresome, so he has purchased an automobile.

Effingham Freight

Joe Keane, bill clerk, and Express Messenger Ed Ludwig are enjoying their vacations in Denver and Colorado Springs, Colo.

William Laux, freight trucker, has returned from his vacation, which was spent in Evansville and other points in Indiana.

Kankakee Yard and Roundhouse

The Kankakee fair ground grandstand burned down the afternoon of July 21, 1921, necessitating the canceling of the fair this year.

A. J. Wakat, car inspector, has gone to Toronto, Canada, to attend the car repairer's convention.

Fireman P. F. Ryan is the proud father of a baby boy, born two weeks ago.

Fireman R. W. Saltsider has reported to work after being off for one week on account of injuries received when riding his motorcycle; he overbalanced and ran against a tree.

Brakeman H. Kirkpatrick is off duty on account of sickness.

Champaign Yard and Roundhouse

Lawrence Gore, clerk in the car department, and Mrs. Gore left Champaign August 17 for Peace Valley, Mo., to spend a week or ten days visiting Mr. Gore's parents.

Arthur Beam, pipe fitter, was painfully injured on August 20, when he fell about twenty feet from a ladder, striking his head against some large pieces of pipe. Mr. Beam was making repairs to the roundhouse blow-off line when the ladder slipped out from under him. He was taken to Burnham Hospital and placed in the care of District Surgeon Kirby.

Henry W. Geisler, machinist, had his left hand severely cut on August 16 while at work.

The August Illinois division signal employes' educational meeting was held at Kankakee,

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Nu-Way or EXCELLO
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Always elastic—Phosphor Bronze, Rustless Springs give the stretch. No rubber to rot and wear out. Slip-loop back gives easy action. Once adjusted, always right.

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Adjusted to 6 Positions

Dial up
Dial down
Pendant up
Pendant left
Pendant right
Pendant *down*, as shown in illustration

Bunn Special

Adjusted to 6 Positions

Dial up
Dial down
Pendant up
Pendant left
Pendant right
Pendant *down*, as shown in illustration

Is *Your* Watch Adjusted to Six Positions?

Most railroad watches are adjusted to only five positions but owing to their superior quality the famous

"Sangamo Special" and "Bunn Special"

Railroad Watches are adjusted to *six positions.* Ask your jeweler about these superior watches. Descriptive folder sent on request.

Illinois Watch Company
Springfield

Sunday, August 21, with an attendance of thirty-six. The subject was relays and style "K" signal mechanisms. The Hall Switch & Signal Company was represented by R. D. Day, sales engineer, of Chicago, and O. B. Frink, chief inspector, Garwood, N. J. Mr. Frink addressed the meeting. In attendance also were Mr. Densmore, manager of the National Refining Company, Chicago, and his sales engineer, G. Hannaway, for at the October meeting the subject will be illuminating oil. The subject for September will be the storage battery, and a representative of the Electric Storage Battery Company will address the meeting.

SPRINGFIELD DIVISION

Trains 19 and 20 of July 30 and 31, Engine 1054, in charge of Engineer F. Gallagher and Fireman J. Sweazy, performed a round trip on 17,384 pounds of coal, which equals a rate of 839 pounds of coal per 100 passenger car miles.

Extra 1585, south, Clinton to Springfield, handling 70 cars, used 6,048 pounds of coal, or 76.6 pounds of coal per 1,000 ton miles.

Train 120, July 10, Engineer George Wilson and Fireman F. Wheeler, consumed 5,500 pounds of coal, Centralia to Clinton, or 1,608 pounds of coal per 100 passenger car miles.

Trains 19 and 20, July 10 and 11, Engineer T. B. Scott, Fireman W. H. McAnally, consumed 21,550 pounds of coal, or 916 pounds of coal per 100 passenger car miles.

Trains 19 and 20, July 11 and 12, Engineer W. Hayes and Fireman George Crawford, consumed 17,050 pounds of coal, or 828 pounds of coal per 100 passenger car miles.

Extra 2930, south, in charge of Engineer C. W. Overleese and Fireman C. F. Smith, leaving Clinton with 2 loads and 28 empties, 2,100 tons, took siding for Extra north 102 at Forsyth, 164 at Elwin, first 172 at Oconee, second 172 at Ramsey and 182 at Vera without stopping at any of the chutes for a supply of coal. In other words, they made the entire trip from Clinton to Centralia, including the delays, and handled the tonnage on one tank of coal given out of Clinton.

It should be understood that engines protecting No. 19 and No. 20, trains which consist of 7 cars southbound and 8 cars northbound, do not take any coal at St. Louis, but make the round trip on coal furnished the engines on leaving Clinton.

A letter of commendation has been given Roy Williams, switchman at Decatur, for discovering a broken wheel on C. I. & W. 12190, chautauqua outfit, while going through progress of switching at Decatur, Ill. Discovery of the broken wheel doubtless averted an accident.

Engineer Bitterly, Conductor Burns, Fireman Salmon and Brakeman Scott of Extra 2918 on August 19 have been commended for discovering and putting out a fire in M. & St. L. 7152 in Clinton yard. They coupled on this car and took it to the ice house, where a hose was obtained. It is thought tramps set fire to straw in the car.

ST. LOUIS DIVISION

Miss Helen Foley, who has been a stenographer in Superintendent Atwill's office, was married August 21 to Winton Walkup, who is employed in the general offices at Chicago. They will reside in Chicago.

Miss Florence Sill, stenographer for Chief Clerk Culley, enjoyed her vacation by camping out at Carbon Lake, near Murphysboro, Ill.

D. C. Moss, tonnage clerk, was absent from

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Free Trial Treatment

Sent on request. Ask for my "pay-when-reduced" offer. My treatment has reduced at the rate of a pound a day. No dieting, no exercise, absolutely safe and sure method. Let me send you proof at my expense.

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duty a few days on account of the death of a relative.

William Atwill, Jr., and Miss S. E. Patterson, tonnage clerk, have been visiting relatives and friends in the New England states for several days.

Superintendent Atwill held a staff meeting in his office August 23.

Miss Lena Hampton has been appointed to fill the stenographic position made vacant by the marriage of Miss Helen Foley. Charles Clayton has been placed on the position made vacant by Miss Hampton.

C. A. Linn, clerk, has been spending his vacation in Frankfort, Ind., with relatives and friends.

The St. Louis division is going strong on the conservation of fuel. You are economical in the use of fuel at home. Why not for the railroad?

J. L. Butler, stenographer for Superintendent Atwill, spent his vacation with friends in Detroit, Mich.

The coal mines on the St. Louis division are eager to serve your needs for winter coal. Why not get it now before the severe weather sets in?

There is considerable track construction to be performed on this division to serve coal mines. The contractor to construct the tracks to serve the Lake Creek Mines, near Johnston City, Ill., is on the ground, and the work has begun. There is also a track connection to serve Royalton Mines, near Zeigler, Ill., on which construction will be under way in the near future.

INDIANA DIVISION

R. E. Downing, for the past several years division storekeeper at Mattoon, Ill., has been promoted to a similar position at Clinton, Ill.

Miss Lucille Yount of the superintendent's office has returned from a vacation spent in Kansas City, and Miss Florence McShane from a two weeks' vacation in Michigan.

Pete Carlson, supervisor B. & B., has been ill at his home in Mattoon, but is slowly recovering.

Miss Catherine Stephenson is back at work after two weeks at home.

Mattoon Shops

Miss Harriett Bledsoe, stenographer in the office of the master mechanic, is spending her vacation in Petosky, Mich.

A. L. Tate, clerk in the office of the master mechanic, is spending his vacation in Chicago and other points of interest.

The employes in the office of Master Mechanic Bell had a picnic at Riverview Park.

Fred Runge is a new employe in the store department at Mattoon Shops.

Irving Walton, stockkeeper at Mattoon Shops, spent a week in Detroit, Mich., recently.

J. M. Misenhimer, night oilhouse man at Mattoon Shops, and Mrs. Misenhimer have returned from a trip to Detroit, Mich.

TENNESSEE DIVISION
Fulton, Ky.

W. C. Valentine has returned from Diamond Springs, Ky., where he spent his vacation.

The Tennessee division fuel committee met at Jackson, Tenn., August 22, for a special meeting, preparatory to launching the big September conservation campaign.

Superintendent C. R. Young is back in the office, after an enjoyable vacation.

R. C. Pickering, assistant chief clerk, left August 21 on his annual vacation.

Miss Hortense Johnson is now enjoying her vacation.

Miss Vernita Tribble, stenographer, has resumed her duties after several days' absence on account of sickness.

Miss Estelle Slaughter, tonnage clerk, spent an enjoyable vacation this year, making a trip to New York and taking a steamer from there to Key West, Fla.

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NAGEL & MEYER, Jewelers
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Expert watchmakers (only) employed to care for your watches. Ball and other popular makes of railroad watches for your selection.

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Apply it to Any Rupture, Old or Recent, Large or Small and You are on the Road That Has Convinced Thousands

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Anyone ruptured, man, woman or child, should write at once to W. S. Rice, 79A Main St., Adams, N. Y., for a free trial of his wonderful stimulating application. Just put it on the rupture and the muscles begin to tighten; they begin to bind together so that the opening closes naturally and the need of a support or truss is then done away with. Don't neglect to send for this free trial. Even if your rupture doesn't bother you what is the use of wearing supports all your life? Why suffer this nuisance? Why run the risk of gangrene and such dangers from a small and innocent little rupture, the kind that has thrown thousands on the operating table? A host of men and women are daily running such risk just because their ruptures do not hurt nor prevent them from getting around. Write at once for this free trial, as it is certainly a wonderful thing and has aided in the cure of ruptures that were as big as a man's two fists. Try and write at once, using the coupon below.

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W. S. Rice, Inc.,
79A Main St., Adams, N. Y.
You may send me entirely free a Sample Treatment of your stimulating application for Rupture.
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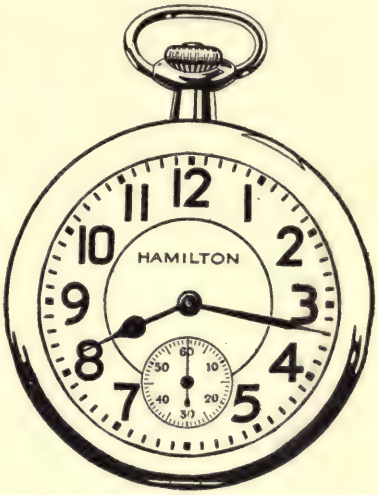

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From steam to electricity, from the invention of the first engine to the air-brake, inventors have constantly sought two things—speed and safety.

The speed and safety of modern railroad traffic are made possible through carefully prepared schedules. Back of these schedules is the Hamilton Watch, the favorite timekeeper of American railroad men.

The engineer shown above is S. W. Powers. He has been with the Boston & Albany R. R. for 25 years. He runs his trains by a Hamilton Watch—has for years.

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When you make your choice, ask to see the Hamilton models most popular with railroad men, particularly No. 992 (16 size, 21 jewels). Hamilton Watches range in price from $40 to $200; movements alone, $22 (in Canada, $25) and up. Write to us today for "The Timekeeper," an interesting booklet about the manufacture and care of fine watches. The different Hamiltons are illustrated, and prices given.

HAMILTON WATCH COMPANY, *Lancaster, Pa.*

for several years and have therefore had to deal with a number of agents, good, bad and otherwise, and it is a real pleasure to me to say that your agent, B. Chandler, at Lucy, Tenn., heads the list," writes H. W. Dew of Lucy, Tenn., to Superintendent C. R. Young. "He is always on the job and has his business at his finger tips. He is wide awake, really alive, always looking out for the interest of the company he is serving, but at the same time giving his patrons every care and attention."

Dyersburg, Tenn.

Auditor J. M. Peay and E. L. Yontz spent several days in Dyersburg this month.

Supervising Agent T. D. Clark and Agent Waggoner made a trip over the C. M. & G. lines recently.

Accountant Jodie Smith has gone to Alligator, Miss., to spend several days.

Jackson, Tenn.

Several of the Jackson shop men spent their vacation at Dawson Springs, Ky., this month, and all report an enjoyable rest and much benefit from the famous Dawson water.

The Jackson Shop force desires to extend its deepest sympathy to the loved ones of Joe Bond, engineer, and Mrs. M. B. Thomas, wife of Conductor M. B. Thomas, in the time of their bereavement.

During the noon hour, August 16, the shop force was highly entertained by a 4-round boxing contest between two local negro fighters. Both put up a stiff fight, but the decision was rendered in favor of Oscar Smith, better known as the "I. C. Backing Hammer."

Birmingham, Ala.

C. A. Randall, timekeeper, has returned to work after a week with relatives in Talladega, Ala.

J. J. Foster, former day roundhouse foreman at Birmingham, was a visitor in the city recently.

Clarence Gilbert, day roundhouse clerk, has returned from a two weeks' vacation, enjoyably spent in Florida.

Miss Catherine Colgan, stenographer in Mr. King's office, has returned from her vacation. She reports an interesting trip through the East.

Machinist Apprentice Frank Foster attended the reunion of the Rainbow Division in Cleveland, Ohio, recently.

MEMPHIS DIVISION

Foreman J. R. Hamlett of Tutwiler left recently for Chicago, Milwaukee and St. Paul on his vacation.

Miss Clara Milligen, supervisor's clerk at Tutwiler, has left for New York and other eastern points on her vacation.

E. T. Cross has succeeded D. T. Overby as rodman accountant at Memphis. Mr. Overby was promoted to instrumentman accountant at Louisville, Ky.

Jack Maynor, son of Roadmaster C. A. Maynor, died suddenly at Jackson, Miss., Sunday morning, July 31. Mr. Maynor and family have the sympathy of the entire division.

Miss Matilda K. Nagle, secretary to Roadmaster Maynor, has resigned, effective August 13. She will leave Memphis for Chicago the latter part of September.

R. S. Abel, supervisor at Lambert, Miss., recently spent a few days in New Orleans with his parents.

The superintendent's office is recovering from the vacation spirit. Again we have among us

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This Very Stunning

Handsomely Embroidered

Serge Dress

$3.98

No need to look further for something to wear—and with real style built into it as well.

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Why deny yourself pretty things—especially a dress like the one herewith illustrated when it can be bought for less than the cost of raw material? This charming dress is made of good wearing serge, beautifully embroidered with Saxony yarn in French knots. Piping of contrasting color around neck, vestee, top of pockets and bottom of sleeves. Dress in **navy blue** only. Vestee trimmed with eight rows of braid and buttons. Stylish narrow belt ties loosely at side and gives dress the greatly desired long straight lines. All sizes—**16 to 46.**

JUST SEND COUPON Today

Bear in mind this charming dress will be sent direct to you without any money in advance—when it arrives pay postman $3.98 plus a few pennies postage. If not satisfactory money will be immediately refunded. Order by **No. 103, and state size wanted.**

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Send serge dress No. 103. I will pay postman $3.98 plus a few pennies on arrival. If not satisfied, I will return the dress and you will refund my money.

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TORONTO	14 Manchester Bldg.
WINNIPEG	400 Hammond Bldg.
MONTREAL	508 Read Bldg.
VANCOUVER	506 Mercantile Bldg

A Railroader in the Making

Miss Ada M. Johns, Mrs. Collie Said, Miss Julia Gavin, John Digel, Ray Lipsey, Miss Adron Smith, Miss Juawice Tabb.

D. C. Clark of the accounting department is the happy father of a bouncing girl.

Conductor Church Buck, after an illness of several months, died on August 24 at his home on Hayden street, Belzoni, aged 48 years. He leaves a wife and two small children. Mr. Buck entered the service of the Illinois Central before he was 20 years of age. He was a conductor at 20 between New Orleans and Memphis. For twenty-eight years he had been a valued employe of the Illinois Central System, the last two years as conductor on the Belzoni-Vicksburg branch. He was universally popular. Burial was at Rolling Fork.

LOUISIANA DIVISION

Superintendent's Office, McComb, Miss.

W. E. McCloy, supervising agent, accompanied by Agent Murphy of Yazoo City, left August 23 on an inspection trip over the Western Lines.

Miss Frances Otken has returned from a 60-day leave spent in the mountains of East Tennessee.

Miss May D. McMichael is resting in Alexandria, La. Harry Campbell again visited Kentucky. Beulah Glendenning has been signaling on the mountains in Tennessee. Louise Bridges chose Schenectady for her trip, while Altha Day visited the Plymouth Rock. Annette Wilson spent her allotted time with her sister in Detroit, Mich.

Miss Mary Browne has gone to Texas for ten days.

An addition to our office is Miss Bessie Lane, now employed on the tonnage desk.

Chenef Bourgeois, chief accountant, is on a leave of absence, recuperating.

Joe Stamps has gone back to Central America.

Jackson, Miss.

Lowell B. Carter of this office and Miss Clara Rogers of Jackson were married this month and are at present in the West on their wedding trip.

Miss Ola O'Quin and Clarence M. Quin were recently married. Miss O'Quin was the recipient of several "showers." The couple now live in the suburbs of New Orleans.

J. L. Morgan, agent, accompanied by Mrs. Morgan, is in the West for a short vacation.

We welcome back into the service, after several months' absence due to illness, Mrs. Homer Hill.

Charles S. Kramer has accepted the offer of the government to give him vocational training and has left with Mrs. Kramer for Atlanta, Ga.

Magnolia, Miss.

A. R. Gwinn of the Illinois Central development bureau recently spent several days here giving lectures and moving picture views in the interest of dairying in this vicinity.

Clerk E. C. Wren of the local office has been installed as temporary agent at Gluckstadt, Miss.

Miss Grace Brent, clerk in the freight office, reports a delightful time at Signal Mountain, Tenn.

The construction of the vitrified brick road from McComb to Magnolia is being rapidly pushed, the initial supply of brick already having been received here, in fifty cars, which ma-

The Swimming Pools at Endicott and Johnson City, N. Y., are very popular during the summer months.

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SHOES FOR WORKERS AND THEIR BOYS AND GIRLS

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THIS celebrated "Bunn Special," guaranteed to pass rigid inspection, at your jeweler's cash price. It is Lever Set, **21 jewels**, adjusted to **6 positions**, Montgomery R. R. Dial. Gold Filled Case.

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Division _____

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Continental Casualty Company H. G. B. ALEXANDER President **Chicago**

terially increased the freight receipts at the local freight office.

W. H. Brill, general passenger agent at New Orleans, reports that Harry H. Schroeder, brakeman, McComb, Miss., wrote our city ticket agent at New Orleans that J. W. Twining, 918 Girod street, New Orleans, was contemplating a trip to the East. Our representative called on Mr. Twining, and in the face of strong solicitation from our competitors was successful in selling him three and one-half tickets to Toledo, Ohio, routed Illinois Central to Chicago.

On the night of August 2, F. B. Morris, agent at Chatawa, Miss., went into his office at about 11 o'clock and found that the cash drawer had been pried open. He flashed his pocket light about the room, and found an intruder crouched in a corner. Mr. Morris kept the light in the man's face, and picked up an iron bar. Without hesitating, the stranger surrendered, and was taken to the Magnolia County jail, where he gave his name as George Irvin of Nashville, Tenn. He admitted that he had served a 2-year term in the Louisiana penitentiary. Mr. Morris found $3.70 missing from the cash drawer. The alleged robber is being held for trial.

NEW ORLEANS DIVISION

S. F. Lynch, chief clerk to the superintendent at Vicksburg, returned Wednesday, August 10, from Chicago, after an operation for appendicitis in the Illinois Central Hospital. His many friends in Vicksburg are delighted at his rapid recovery. Mr. Lynch is enthusiastic about the hospital and the careful attention that is given the patients.

Miss Thelma Welsch, stenographer in the superintendent's office, has returned from a pleasant two weeks' visit to various points in Texas.

Misses Aurelia Curran and Jessie Billet, stenographers in the superintendent's and roadmaster's offices, left August 13 on their vacations, Miss Curran going to Chicago and Evansville, Miss Billet to Colorado.

C. A. Westmorland left recently for a trip to his home in Arkansas. This is his first trip home since he joined the force some two years ago.

The Y. & M. V. team engaged the "Max Isaacs," a local organization, in a fast game of ball Friday, August 12, winning by a score of 8 to 5. Our boys showed up in splendid form. Another game was planned between the same teams for Sunday, August 21.

"The banquet tendered by Jerry Cronin, traveling engineer of the Yazoo & Mississippi Valley Railroad, and the local engineers, complimentary to the visiting engineers of the Illinois Central and Y. & M. V. system, last evening at the National Park hotel, was one of the most successful ever served in this city or at any point along the lines of the two roads," said the Vicksburg (Miss.) Herald of August 19. The banquet followed a business meeting of the traveling engineers of the Southern Lines and the Y. & M. V. Those present at the banquet, several of whom made speeches, were: J. W. Dodge, B. J. Feeney, P. H. Ryan, J. W. Shepherd, C. Seeber, Joseph Harrington, James Millet, Jeff Harrell, of the Illinois Central, south of the Ohio River; Jerry Croin, Ed Van Burgen, H. V. Neville, J. R. Tuson, A. F. Walton, Pat Gallagher, H. A. Covington, A. Smith, P. F. Gallagher, H. Y. Fletcher, of the Yazoo & Mississippi Valley; J. J. Hayes, mayor of Vicksburg; Barney McNamara, of O'Neill, McNamara Hardware Company; J. J. Lum, of Jones' Smoke House, and E. A. Fitzgerald, Sr., of the Herald.

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REMOVE YOUR WRINKLES

"Beautiful Eyelashes and Eyebrows, Beautiful Figure Merely a Question of Willingness to Try."
—HELEN CLARE.

Superfluous Hair, Pimples and Blackheads Disappear "Like Magic," Say Letters

This clever woman has perfected a method simple and yet "marvelous" in the opinion of hundreds of sister women, and the result has brought a wonderful change in her facial charm. "In a single night," says Helen Clare, "I have sensed the working of my method, and for removing wrinkles and developing the form, reports from nearly every state in the Union are even more pronounced than my own—and rapid."

In an interview Helen Clare said: "I made myself the woman that I am today. I brought about the wonderful change in my own appearance, and there are hundreds of my friends who know how I did it (in a secret, pleasant, quiet, yet harmless manner). My complexion today is as clear and fair as that of a child. My figure, formerly almost scrawny, I have developed into a beautiful bust and well developed form. Thin, scrawny eyelashes and eyebrows, so poor they could scarcely be seen, have become long, thick and luxuriant; and by my own method." Referring to pimples, blackheads and superfluous hair, Helen Clare continued: "I banished mine in my own way and by my own method, using nothing but my own simple home treatment, which any other woman can now have the personal benefit of and do as well as I have done "if" —"if"—"if"—they will only make the effort and have even a little, teeny bit of faith in themselves as well as in me."

Hundreds of women are so delighted with the results from Helen Clare's methods that they write her personally the most enthusiastic letters. Here are extracts from just two:

"Thank you for what your Beauty Treatment has done for me. It has cleared my face of black heads and pimples My complexion is as smooth as a child's now. It will do all you claim."

"And your treatment for removing wrinkles is wonderful—removed every wrinkle from my face."

The valuable new **beauty book** which Madame Clare is sending free to thousands of women is certainly a blessing to women. All our readers should write her at once and she will tell you absolutely free, about her various beauty treatments, and will show our readers:

How to remove wrinkles;
How to develop the bust;
How to make long, thick eyelashes and eyebrows;
How to remove superfluous hair;
How to remove blackheads, pimples and freckles;
How to remove dark circles under the eyes;
How to remove double chin;
How to build up sunken cheeks;
How to darken gray hair and stop hair falling;
How to stop perspiration odor.

Simply address your letter to Helen Clare, Suite A801 3311 S. Michigan Avenue, Chicago, Ill., and don't send any money, because particulars are free, as this charming woman is doing her utmost to benefit girls or women in need of secret information which will add to their beauty and make life sweeter and lovelier in every way.

ILLINOIS CENTRAL MAGAZINE

Save Fuel in October, Too

How Mr. Markham Got Started
Alfred Pittman

Problems in Maintenance of Way
L. W. Baldwin

St. Louis Division Veterans

How Each Can Help Save Coal
A. F. Blaess

The University of Illinois

Mr. Ford's Railway Miracle

Rabbit-Raising as a Sideline

How Valuation Work Developed
M. Block

OCTOBER 1921

When finished reading this magazine, please pass it along for the benefit of some business man or farmer.

$1 Brings this Seamless Wool Face Brussels Rug

Hartman's Newest Pattern—Full Room Size, 9 Feet x 12 Feet

Only $1 to send now—and we ship this magnificent seamless, wool face, tapestry Brussels rug. Use it *30 days* on *free trial*, then if not satisfied, return it and we refund the $1 and pay transportation both ways. If you keep it, take nearly a year to pay—a little every month. And note—the price is cut—you save over a third. Even before the war this rug would have been an amazing bargain at this phenomenally low price.

Superb Coloring—Artistic Floral Medallion Pattern

Woven from Fine WOOL Yarns A most artistic design. Soft, rich and harmonious colorings. Brown, tan, red, green and light colorings are beautifully blended. An attractive floral pattern with large medallion center, surrounded with harmonizing floral sprays; finished with a pretty border. Made seamless of fine wool yarns. **Order by No. 34CCMA16. Price $26.85. Send $1.00 now. Balance $2.50 monthly.**

IMPORTANT! This seamless wool face Brussels rug is a close, firm weave which gives it much greater durability than you get from the ordinary kind. Be sure to examine the texture and weight. Judge by actual quality and see what an amazing bargain you get in this rug.

Nearly a Year to Pay When our stock of these rugs is gone we may not have this particular pattern to send at any price. So act quick! You take no risk. Keep it or return it—30 days' free trial!

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392 pages of stunning bargains in furniture, rugs, linoleum, stoves, ranges, silverware, watches, dishes, washing machines, sewing machines, aluminum ware, phonographs, gas engines, cream separators, etc. 30 days' free trial on anything you send for—everything sold on our easy monthly payment plan. *Post card or letter brings it free.*

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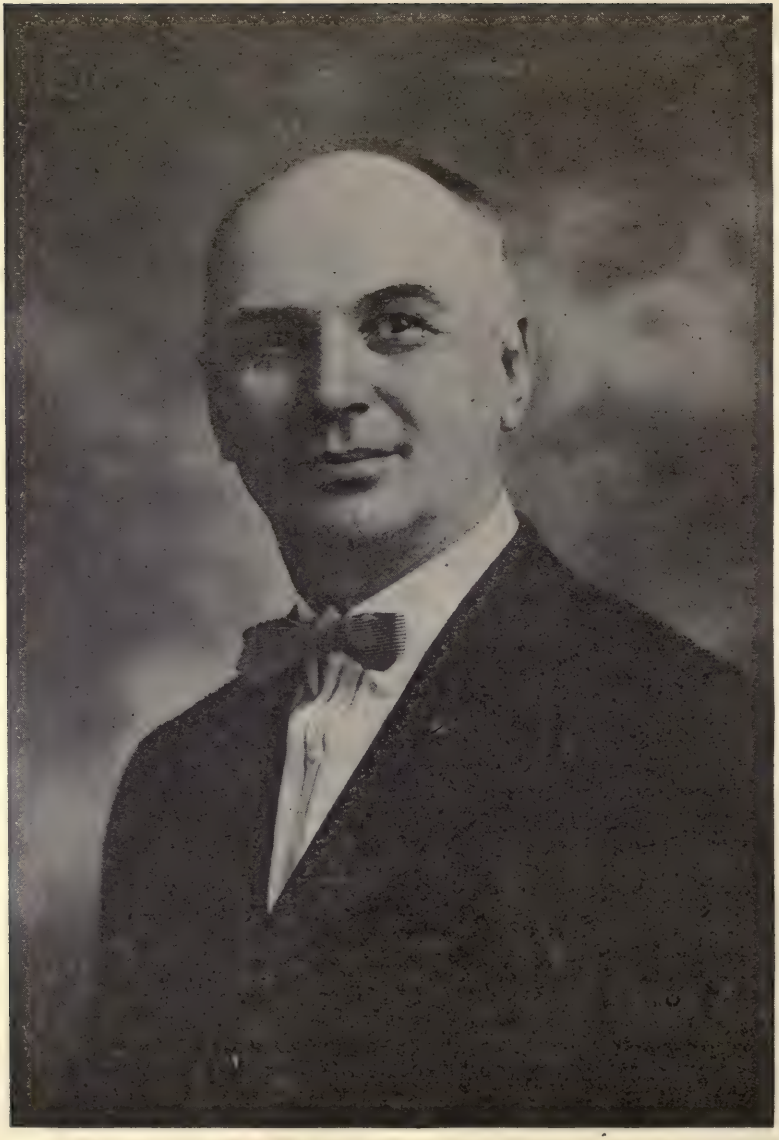


W. H. Rhedemeyer

Mr. Rhedemeyer, agent at East St. Louis, Ill., was born September 2, 1874, at East St. Louis. He was educated in the public schools in that city, and attended the night school of the Bryant & Stratton College at St Louis. His railway service has been entirely in East St. Louis, and the last thirty years of it has been with the Illinois Central System. His record is as follows: 1889, messenger for the C. C. C. & St. L. R. R.; 1890, clerk for the same railroad; 1891, clerk for the Illinois Central; 1892, chief bill clerk; 1896, cashier; 1902, chief clerk; 1916, local freight agent.

Illinois Central Magazine

VOLUME 10 OCTOBER, 1921 NUMBER 4

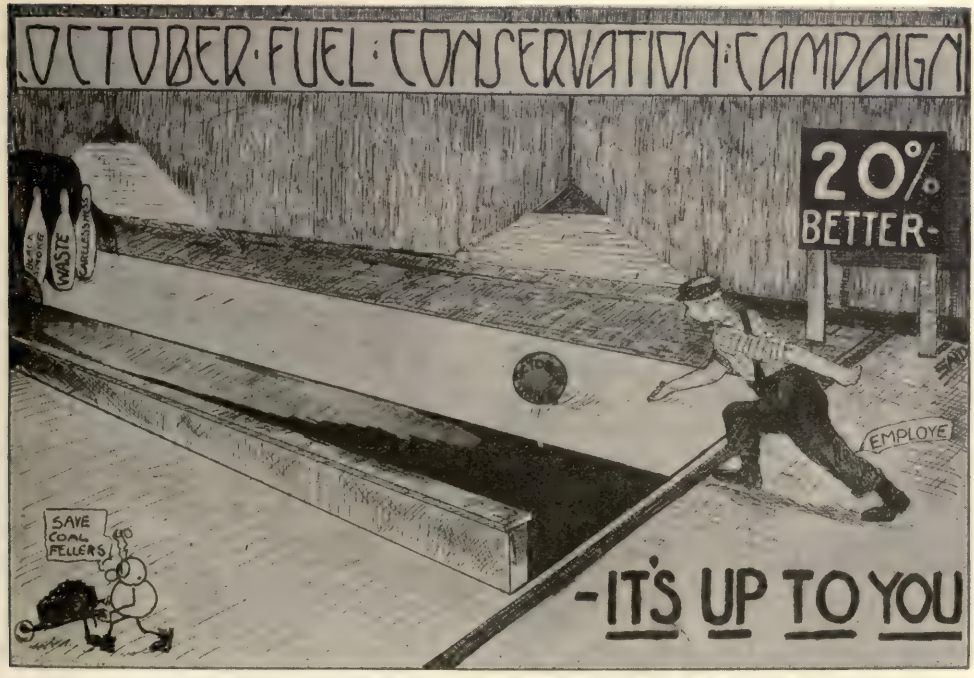
October, Too, Is Fuel Economy Month for Illinois Central System

Goal Set at 20 Per Cent Less Than the Average October Consumption of Last Five Years; New Plans in Effect

THE intensive drive for greater savings in the use of fuel on the Illinois Central System, which began September 1, has been extended to include the month of October. Complete results on the September effort were not yet available when forms were closed on the October number of the *Illinois Central Magazine*. Information received at that time, however, indicated that the final results would be highly gratifying.

Some fine ideas and plans for saving fuel were worked out late in September by individuals and division committees, and the management wants to give the officers and employes an opportunity to put them into full effect during an entire month. The methods used in the compilation of former records also did not provide fair comparisons for showing the big things which have been accomplished on a number of divisions, and that will be corrected in the October effort.

During October, the effort will be to make a record 20 per cent better than the average for the Octobers of the last five years. Each division will compile its figures on the amount of coal consumed per 100 passenger car miles,



per 1,000 gross ton miles (freight service) and per switching mile. These figures, by years, for the Illinois Central System are:

	Per 1,000 Gross Ton Miles	Per 100 Passenger Car Miles	Per Switching Locomotive Mile
1916	161	1787	132
1917	174	1914	139
1918	166	1861	126
1919	161	1874	126
1920	154	1886	133
Average 5 years	163	1864	131
Average less 20%	130	1491	105

The cost of the coal consumed on the Illinois Central during the October of each of the last five years follows:

	Tons Consumed	Total Cost	Average Cost Per Ton
1916	362,501	$ 509,856.27	$1.41
1917	425,763	777,022.34	1.82
1918	414,311	1,099,031.91	2.65
1919	414,567	1,096,101.82	2.64
1920	470,050	1,858,811.54	3.95

The management is well pleased with the efforts which have been put forth by individual officers and employes and by the various committees. They have taken the spirit of the campaign to heart and have worked faithfully. It is believed that when the final records are written, upon the close of the campaign October 31, the officers and employes may well be proud of what they have accomplished.

Superintendent Sees Hope in the Delta

By J. M. WALSH,
Superintendent, Memphis Division

The farmer of the Mississippi Delta is learning the lesson of diversification. This year one views from our tracks and on drives through the country large fields of corn, sorghum, soy beans, velvet beans, cow peas and other forage crops, and around each farm house and most of the negro cabins are patches of garden truck, often as well kept as, and far more productive than, on the farms of the North.

The Delta farmer is learning that it pays to feed his family and his stock from the products of his own land.

The cotton crop, always the main crop in this section, was up until some time ago considered an 85-per-cent crop, and considerably above the 10-year average of 70, but the ravages of the boll weevil, that pest of all native cotton growing regions, has begun to tell until now it is doubtful if more than a 50-per-cent yield will be had.

The corn crop is excellent. Ample rainfall with hot growing weather bids fair to make a record crop, and the prospects are the coming season will see the Delta farmer shipping corn out instead of buying it from distant markets.

Most of the cotton raised in the Mississippi Delta is of the Webber type, long staple and early, and it is the early crop that suffers least from the boll weevil.

Picking and ginning this year started ten days earlier than usual. The first shipping started August 27. The cotton is moved to near-by compress points for compression and storage until it is shipped to the cotton manufacturing mills in the North and East. The seed is shipped in bulk car lots to the various cotton seed oil mills on the division, where it is pressed to extract the oil. The cake (the residue left after the oil is extracted) is shipped in cake form or ground into meal for stock feed and other uses.

Many exaggerated reports circulated through the press in various parts of the country of the bankrupt conditions existing in the Delta country are entirely without foundation.

Despite a bad market the past year and a short crop of cotton this year, the Delta farmer is without doubt in better shape than ever before. His farm is reduced in size, resulting in more intensive cultivation and diversification. Raising feed crops and supplies at home makes the farmer, both white and black, to a great extent independent of outside help.

ELSIE SPROUSE IS DEAD

Illinois Central employes, particularly those who knew her and who contributed to her Christmas last year, heard with much regret of the death of Elsie May Hogan, invalid foster daughter of Mr. and Mrs. John Sprouse of LaClede, Ill., which occurred September 3. Illinois Central employes assisted at the funeral, which was held at LaClede, September 4. Miss Sprouse, who had been an invalid for more than six years, always made it a point to wave to the Illinois Central trainmen and enginemen passing her home, which was near the tracks. Newspapers all over the country told last Christmas Day how the Illinois Central employes played Santa Claus for her, presenting her with a wheel chair and numerous other comforts.

How Tiny Keys Unlocked Big Doors When C. H. Markham Got His Start

Illinois Central President Was Station Agent in a Small Town at 36 and Vice-President at 40

Reprinted from the October issue of the American Magazine by permission of the editor and the Crowell Publishing Company.

By ALFRED PITTMAN

A MAN said to me not long ago: "The story of Charles H. Markham's career is, in many respects, the most extraordinary one I know anything about."

That is a pretty strong statement. But, knowing what I did know about Mr. Markham's experiences, I was perfectly ready to agree with it. Here are a few bold facts, for instance, which surely sound almost incredible:

When he was thirty-six years old he was only a railway station agent at a comparatively small town. Four years later, he was vice-president of a railroad. Three years after that, he was vice-president and general manager of a great railway system. And, seven years later, he became president of another great system.

Most men who get almost to the forty-year milestone without achieving anything but a minor position do not begin to climb suddenly and swiftly to the top. It is because Markham did that very thing that his story is so extraordinary.

When he was fourteen, Charles H. Markham left school and went to work at whatever odd jobs he could find in his home town of Addison, New York. Doing odd jobs didn't seem to get him anywhere in particular, so he went West to look for something better.

Broke Into Railway Work

At Kansas City he ran out of money and had to find work immediately, so he became a laborer in the packing houses. He was nineteen then. The next year he got into what was to be his life work—railroading. His debut was made as a section hand at Dodge City, Kansas. At twenty-one, he was shoveling coal into locomotive tenders at Deming, New Mexico. At twenty-two, he was baggage man and janitor of the station at Deming.

Aren't You Getting On Fast Enough to Suit You?

Thousands of men who are capable, and even energetic, can't seem *to find the stairs!* Occasionally they make a step or two upward; but the steps are so few and far between that, even after years of work, these men are not much above the level where they started.

Then, sometimes, they suddenly start going upward by leaps and bounds. It looks like luck, or pull, or mere chance, and the people who are watching them wonder how it all happened, and wish that things would "break" that way for them.

Charles H. Markham, president of the Illinois Central Railroad, is one of these men who, for years, made only an occasional small upward step, then suddenly began to climb with amazing rapidity.

How did he find his way to the big stairs? What was the secret of his rapid advance after he once got started? That was what we wanted to know, and, on the chance that his experience might prove helpful to someone else, Mr. Markham consented to tell his story.—THE EDITOR, *The American Magazine.*

By the time he was twenty-six he had got what seemed a very great promotion—but it was only to the station agency in the little town of Lordsburg, Arizona, with five hundred inhabitants. His salary was one hundred dollars a month. For the next ten years he was merely a station agent at small towns, winding up at Fresno, where he held the same kind of job until he was thirty-six years old!

What kept him so long in the slow-moving phase? And what finally got him out of it? That was what we wanted to know. And, on the chance of its being useful to someone else, Mr. Markham consented to tell what he could about it.

"It seems to me," he said, "that the one

thing that helped me most—not only at thirty-six, but all the way up to that time and since—was a kind of *zest in small tasks.* Every promotion I ever had can be traced back in some way to that. I handled some little job as if it were a big one. That attracted attention; and in a number of instances it also gave me training for a bigger job. The two things together repeatedly did the work for me

An Ambition at Twenty-Nine

"In the beginning, this keenness for small tasks was due simply to the near-sighted sort of ambition that I had for many years. All the way along, I was as eager as a young fellow ever was, I think, to better myself. But until I was nearly thirty it somehow never occurred to me to look beyond the next job ahead.

"When I was twenty-nine, I remember very well that the most I hoped for was to get a little station out in one of the California valleys, where I could have grass and raise chickens! I was then agent at Benson, Arizona, in the dry country. Mrs. Markham and I lived up over the station, and we used to talk about the California place as another couple might have talked about the presidency of the road and a limousine car. If we had been sure then that we *would* have it some time, we should have been perfectly satisfied. At any rate, we thought so.

"When I was twenty-two, and hustling baggage at Deming, my goal was some sort of clerical work in the station office. It hadn't entered my head that anything finer could happen to me.

"This short-sighted ambition had its disadvantages, but it accounts for the incident that started me out of the manual-labor class. I was puzzled, for nearly twenty-five years, as to how I had got this start. Finally, the day I was made general manager of the Southern Pacific, I went to the old Pacific Union Club in San Francisco for luncheon. There I happened to meet E. F. Gerald, a former chief traveling auditor for the road, and he told me—or rather told a mutual friend of ours, while I stood listening—the secret of what had puzzled me so long.

A Good Job of Sweeping

"'Did I ever tell you about the first time I ever saw Markham?' he asked our friend, putting his arm around my shoulders. 'I'm not sure that he ever heard himself. It was down at Deming. I was sitting in a private car in front of the station one morning, when he came out in his blue shirt and overalls and swept off the station platform. Something in the way he went about it caught my eye. For he didn't miss any dirt or waste any licks. He handled it like a brisk piece of engineering.

"'Pratt, the assistant general superintendent, was with me, and I called his attention to the way the sweeping was being done, and said I believed that fellow would bear watching. You know all of us from headquarters were more or less scouts for good material. Well, we did watch him. We had him tried out after a while on some work in the station office, and by and by, as a result of it all, he was given his first station agency, the one down at Lordsburg.'

"I don't know how I did the sweeping," Mr. Markham went on, "but I do remember how I felt about it. It was so much **better** than the job I had just had—shoveling coal all day—and so manifestly an approach to the brakeman's work—for which I was aiming—that I was proud to be doing it. And that was the essential thing. I handled the job as if it were a big one; because, to me, that was the sort it was.

"This, of course, is far from saying that the short-sighted sort of ambition is the best. A high goal to work toward from the beginning may be of immense value to a man. Nobody can appreciate that better than a man who has gone for a good while without one. It is a distinct advantage—if it doesn't work the wrong way. But very often it does work the wrong way.

Careers Spoiled That Way

"Very often it makes the man's immediate task seem futile to him; makes him detest and slight it. I have seen many careers spoiled that way.

"If I were starting over again, and had a chance to pick my equipment, I would choose the lofty goal *and* the zest in all the small steps toward it. But if I could have only one or the other, I would certainly take the zest in the intermediate steps. With enough of that, a man is mighty sure sooner or later to break through into something worth while.

"About the most fortunate thing that ever happened to me came at the time when I was getting a bigger sort of ambition. For just then the special significance of cer-

tain types of these smaller-looking tasks was being very forcefully illustrated to me.

"I had been sent down to Fresno, the shipping point for a district that produced great quantities of wine and raisins, much of which went out for long hauls. I was in a bigger field, and there was stimulus in that.

"But what counted more was that for the first time I had to meet straight-out competition. Always before, I had been selling to people who could buy from no one else. But here people not only could, but were constantly being importuned to buy from someone else. The Santa Fé had connections into Fresno, and was out after the same business we wanted.

"My job included running the station; but it also compelled me to go out among the shippers all over the district and to sell against this competition. The selling was not difficult in the way I had expected. I had dreaded it beyond measure. Years before, at Lordsburg, a traveling freight agent had tried to talk me into just this kind of work.

"But I wouldn't hear of it. The very thought of the work frightened me. I imagined it would call for some kind of glib talk that I wasn't up to; glib talk, and fancy clothes, and a derby hat!

Plain Talk, and Plenty of It

"But nothing fancy in language or clothes was required at Fresno. All that was necessary was good service at the station, and straight talk and plenty of it in the field. During the busy season I had to keep on the job often from early in the morning to early the next morning.

"Very naturally, this matching of wits with other salesmen, and finding that I could get away with it, set me thinking of some better sort of future for myself; and

C. H. Markham—Then and Now

Mr. Markham is president of the Illinois Central, one of the great railway systems of the country. Before he took this position, he was vice-president and general manager of the Southern Pacific. And four years before he became its vice president he was station agent at a comparatively small town in California.

The story of his sudden and phenomenal rise is a remarkable one. He was born in Clarksville, Tenn., sixty years ago and began, as a boy of fourteen, doing odd jobs in a little town in New York State. Later he was a laborer in a Kansas City packing house; then a section hand, a coal shoveler, a baggage man and janitor, a station agent in a town of five hundred inhabitants. He was twenty-six years old before that promotion came to him, and ten years later he was still only a station agent. But then he began to climb faster than he had dreamed was possible, and today he is one of our great railway executives.—*American Magazine.*

it brought me evidence of approval from headquarters that gave an appearance of substance to my hopes. But the thing that helped most was neither the farther-looking ambition nor the selling record; it was the special attention I managed even in that busy time to give to the types of small tasks I referred to just now.

"Take the fund of information about Fresno and the surrounding country that I began to build up early in my experience there. Nothing could have been more useful to me than that. It gave me the background necessary for quick and sound decisions in my work. And it made a peculiarly valuable sort of impression at headquarters. The volume of business we were getting might have sold me to the management as a salesman. But this reputation for knowing the valley, and being able to reach my own decisions about it, and even to advise the general offices in regard to things, made me look more like executive material to them, and gave that twist to my future.

The Age of a Vineyard

"One of the general officers came down the valley with a party of investment bankers from New York, and from Fresno took them out over a new branch line through the grape country. The division superintendent and myself were annexed to the party at Fresno as sort of 'rubberneck spielers.' Something went wrong with our engine as we were passing a place called Barton's Vineyard, and while it was being fixed everybody got out of the train to enjoy the sunshine.

"One of the bankers turned to me as we walked up and down, and asked, 'How old is this vineyard?'

"'Twelve years,' I said.

"Before I could get any further, the general officer interrupted me.

"'Charley,' he said, 'how the deuce do you get onto such things?'

"'There it is,' I said; and pointed to a sign over a gate. The sign read, 'Barton's Vineyard, 1882.' (It was then 1894.)

"I don't suppose the incident particularly helped my reputation for being well informed. All the same, the reputation was due to just such closeness of observation. From the beginning, as I drove about the valley on my selling trips, I made it a practice to look out for facts which might be useful, and to hold onto them.

"The first work I was given, that reached beyond the jurisdiction of the Fresno station, began with another small task of the significant type: We were in the midst of the wine-moving season, and were having trouble getting the dozen cars we needed for a certain shipment. The wine was ready to be loaded, and only eight of the cars had come. The morning the men started putting the wine into the eight cars, I walked out on the platform to watch them a moment, and was struck for the first time by the wastefulness of the old method of loading the casks. Always up to that time, one layer of them had been put across the bottom of the car; and the remaining upper part, half the total space, left vacant. It had been taken for granted that if another layer of barrels were put on top of the first they would be knocked about and the wine probably spilled.

"I needn't have bothered about it. We were at the height of the shipping season, and there was plenty else to bother about! But the thing manifestly had an importance beyond the immediate emergency.

"A little figuring showed that a second deck of casks would leave plenty of margin under the weight capacity of the car. Having determined this, I called over some carpenters who were repairing the station platform, and put the problem up to them. They laid a shelf over the first layer of casks; and then, as the second layer was put in, built braces about the casks which made them perfectly safe. Before the morning was over we had all the wine loaded securely in six cars, and had two empties to spare. It was an obvious solution. But now see how it worked for me:

A Good Piece of Luck

"Julius Kruttschnitt, then general manager of the road, came into Fresno unannounced that afternoon. That was rather like luck. But one of the remarkable things about this attention to significant small tasks is the way it seems to have of dragging in luck.

"The division superintendent dropped off Mr. Kruttschnitt's train in front of the station, told me who was aboard, and asked if I had anything to show him. I mentioned the wine shipment. The superintendent went out and saw it, then took Kruttschnitt to see it. The car shortage that had been

bothering me had been bothering him, too, in a larger way.

"'This is a sort of work that needs very much to be done all over the system,' he told me. 'I wish you'd look into some other phases of it. Take wheat, for example. See where we are wasting car space on that.'

"You see how one thing led to another—and in a way prepared me for the other. The wheat problem was almost exactly like the wine problem, only on a larger scale. There again, the trouble was mainly that no one had seriously studied the problem. The wheat was shipped in bags, and a little investigation through the California wheat country enabled me to develop a method of packing that was a good deal better than any commonly in use. I put this into my recommendation, and along with it suggested that prizes be offered to the agents in the various states who made the best packing records for the following year.

Better Results Loading Wheat

"The recommendation was adopted, and it got results. The season before the contest was started, the wheat shipped from California had footed up to just 66 per cent of the capacity of the cars it was shipped in. The season of the contest it amounted to 99 per cent! After that I was asked to handle the same problem in relation to other commodities.

"The promotion to the general freight and passenger agency, which I got when I left Fresno, did not grow out of any brilliant piece of work. A few years before, I would have said it would *have* to.

"Looking out for significant small beginnings was, if anything, even more useful to me after I got onto bigger jobs. Take the Willamette Valley problem, for example. I was sent up there to find out why the Southern Pacific's Oregon lines were not paying—and to *make* them pay. It seemed bigger when it was given me than any other job I've ever had. I was still a station agent at Fresno when the appointment came. All the problems I had worked on before had been compact and fairly well defined. But now I had several thousand square miles of territory to consider.

"The valley had held great promise when the Southern Pacific built into it. It had good soil, was abundantly watered, and led down to as important a distributing point as Portland, Oregon. In earlier years large numbers of settlers had come in. Later the immigration had pretty nearly stopped and a lively emigration had set up.

Dairy Cow Solved Problem

"With my large inexperience I could work only one way, but it turned out to be an effective way. I looked for a simple beginning. For two or three months I went about the district, familiarizing myself with it, talking to people, and searching by all possible means for some key task, not too difficult for me to handle, yet promising a solution to the problem.

"The trouble, as I made it out presently, was that the farmers—it was mainly an agricultural region—were still largely following the methods they had used where they came from.

"I finally found my key task through a handful of dairy cows. Farmers all over the valley had told me that dairying was not profitable there. They had tried it, and been unable to succeed. But in a little creamery at Albany, the only one in the valley at the time, I found records to show that among a few farmers about Salem it had been made to pay and pay well. All the farmer needed, apparently, was a creamery in the neighborhood.

"Was that, in fact, all? Could these results be duplicated elsewhere in the valley? The best authorities in the state assured me they could.

"You see the simple beginning of the task? Just selling the dairy and creamery business idea to the people of the valley. That would have been hard if I'd had to do it alone. It was a totally unfamiliar sort of thing to me. But, as is usually possible with a sound and simple idea, I managed to get help. I got the very able co-operation of Doctor Withicomb, then the acting president of the State Agricultural College and afterward governor of the state. He and I gathered the proven facts about the dairy business, and put them out to the farmers and townspeople through the newspapers, the farm journals, even the school-teachers and preachers, and finally through some dozens of special meetings in churches, town halls, and the like. And soon the farmers began buying cows and the townspeople establishing creameries.

And a Social Influence, Too

"And the dairy cow turned out to be an even better institution than we had hoped.

She did not pay any better than we had expected. She paid about as well—and that was well enough. But she surprised us in other ways. She turned out to be a tremendous social influence. Besides giving a great many farmers something profitable to do, she actually kept them doing it—twice a day. That itself was wholesome, a factor for optimism if you please. I have seen it work so, not only in the Willamette Valley but in many other places since, for the dairy cow has long been one of our standard remedies for backward communities. But, in addition, she kept the farmers doing something that made tremendously for sociability. Outside of golf I know of nothing that makes a man so want to talk to his neighbors as a herd of thoroughbred dairy cows making good records.

"Other things were done to help. And many others, important ones, have been done since I left. But the big thing in my time, the thing that marked the turning point for the valley, was just this dairying campaign with its small beginning. And most of the jobs I have had, when I have got down to studying them, have yielded up some such elementary key task or tasks."

Some Definite Economies in Use of Fuel

By J. W. BRANTON,
Master Mechanic, Centralia, Ill.

One could go on indefinitely giving reasons for saving fuel, but each employe should know his shortcomings and his wasteful practices, as all employes have had opportunities to visit the Fuel Car and to learn the various causes for saving coal. We are earning our livelihood from the Illinois Central System and should take enough interest to repay it by courteous and efficient service. The management has made an appeal to save coal. Let us all be big enough to do our part, for we are working for the best railroad in existence.

Some time ago we instituted a system here of saving coal in the various departments. In the power house each fireman has a form on which he enters the number of scoops of coal put in the firebox at each fire, and he is coached constantly by the engineer in charge to reduce the number. The engineer shows him how to fire properly and economically and to carry the water at a proper level.

Surprising results follow. Where we were using thirty-four tons of coal in twenty-four hours at one of our largest power houses, it has now been reduced to twenty-three tons, a decrease of approximately 32 per cent. Part of this was brought about by suggestions from the engineers in the power plant in regard to steam leaks, high pressure steam traps and other irregularities in the power house, the use of the blower in the roundhouse, air and steam leaks in the roundhouse and shop. In connection with this, the engineers are required to make a log of their daily performances, which comes to the general foreman personally. These practices were put in effect at all points under my jurisdiction.

In the roundhouse the fire-up men have a form on which they enter the number of scoops of coal required to fire up each engine. They also see that the stacks are covered, in order to bring down the use of coal. These forms are signed by the fire-builders and also by the roundhouse foreman and forwarded to the general foreman and from him to the master mechanic. These men are then given the results of the different fire-up men in order to compare the best performances. By continuous talking to them, we have reduced the number of scoops used in firing up engines by 25 per cent.

The enginemen are giving us the number of scoops of coal consumed on each trip, and each day they endeavor to beat their previous day's records. Everyone seems to be taking a pride in his particular work.

On a recent check, it was found that considerable fine coal sifted through the grates in firing up engines, lodging in the ash pan. This coal was weighed and found to average from 100 to 184 pounds per engine. This coal is now being saved and again put back on the engine. This would be a big item on a large system like the Illinois Central. At one point alone, like Cairo, this amounts to approximately one and one-half tons a day.

L. W. Baldwin Goes Into Some Problems of Maintenance of Way Work

Illinois Central Vice-President Urges Use of "Yardsticks" and More Extensive Employment of Mechanical Aids

The following address by Vice-President L. W. Baldwin was delivered to members of the Roadmasters' and Maintenance of Way Association at their annual national convention in session at the Congress Hotel in Chicago, Tuesday, September 20:

REGARDLESS of the wonderful improvements which have been made in the performance of maintenance and construction work, you know and I know that there are many primitive methods still employed which must be eliminated. In my opinion, we should work especially for these things: (1) The introduction of more practical methods in our work and the establishment of some effective methods for measuring our results, that is, to determine proper units of measure of work (yardsticks), and (2) the more general application of mechanical devices to increase production along these lines. These points, boiled down, mean that we must make sure that we are using the most practical, the most progressive methods we can devise, and, above all, that we know what we are accomplishing.

It is only through the adoption of the most practical methods that we will be able to get our maintenance of way and construction work done at the proper cost. I am sure you appreciate how important it is that this work should be done economically. The public is demanding the most efficient and economical operating methods which railway men can devise.

We have new problems to face every day. Wage, labor and material conditions change rapidly, requiring us to keep ever on the alert to get the maximum result for the railroads which we represent. In these days of high costs we need to use every resource at our command to get the best work done in the most economical way.

Must Devise "Yardsticks"

There is a great need for men in charge of maintenance of way work to devise units (yardsticks) for measuring the work which men under their supervision perform. The conditions we have to contend with on one division, stretch of track, or even section, vary so greatly from those on other adjacent territories that it becomes difficult to apply a standard of measurement which will be workable in all sections. We all agree the work should be done economically and within the estimates that are carefully prepared; yet we are using nothing but primitive methods in measuring the production. Nothing would be productive of more good than the establishment of units of measure (yardsticks) arrived at by proper studies to know that results obtained are satisfactorily economical.

It has been my experience that few men do their best unless their work, good or bad, is noticed by those who are above them in rank. There is no satisfaction in working unless one knows what he is accomplishing. For illustration, there is no satisfaction to a man moving dirt from one pile to another if the size of neither pile changes, unless he knows he is doing as much as a man should do, and unless he knows the person for whom he is working has some method by which he knows the amount of dirt being moved and that it represents a fair day's work—and, further, that the person for whom he is working is apprising him of this from time to time. Likewise, we cannot expect to get the best results from labor, unless the work is carefully mapped out and systematically outlined, and unless we have a method of informing all the men of the results they accomplish.

Can Pick the Right Man Now

I have been employed in and have had supervision over maintenance of way work for many years. Fifteen years ago practically all of our efforts were the results of direct labor. At that time and until the war, the railroads paid track labor a minimum wage. During the war the wages of railway labor were put on a level with other lines of industry, but now in many parts of the country the railroads pay the very highest wages, which means we should now be able to pick

men for track labor who are intelligent, reliable, efficient and most suitable for their task. To do this should be one of the foremost duties of foremen, supervisors and roadmasters, of course, always being fair in their selection to the faithful men of long service.

Output records per man, per outfit and per machine should be kept, and the men should be apprised of the result. Output should be further stimulated through comparison, rivalry and the commendation of all good records—no man worth while is willing to be continually at the foot of any list reflecting merit. I appreciate this is not now practicable in many kinds of work, but I am sure you will agree that this subject requires much practical study to insure that all conditions and circumstances are taken into consideration and that figures or results obtained are comparable, to the end that no man will be condemned who has done his best. We are entitled to honest work, which can be obtained by proper supervision directed in the manner I have illustrated, but I would again like to impress upon you the urgent necessity for proper units of measure (yardsticks) that you may know and all may know if and when such results are being obtained.

New Machinery Developed

When I was first connected with maintenance of way work we had few labor-saving devices. In the past few years many such devices have been put into service; yet there are still many opportunities for such equipment to produce more economical results. The high costs impose on the supervisory officer the particular duty of obtaining the utmost output from each machine he may have on his territory, not only in the line of work for which it is especially designed but also in other work to which it may be adapted at a less expense than the present method. The high costs also impose on the railway management the duty of obtaining such equipment as will produce the most economical results. Unfortunately, many of the railway managements have not had the financial ability to purchase such equipment, although it could be shown that, after taking care of the carrying cost, maintenance and operation, the machine or appliance would result in good economies.

There are labor saving devices which may be made use of effectively. It is unnecessary to try to name all of them, but among the most important are:

Ditchers of various kinds and designs; spreaders without and with ditching wings; derrick cars of various kinds and designs, from the large wrecker and pile driver to the small push-car derrick for handling bridge timber and rail-laying machines for small gangs; air compressors with various attachments, for tamping ballast, drilling bond wire holes, tightening or loosening nuts, cleaning steel with sand blast, for repairing, painting and whitewashing, lining tunnels with concrete and oiling joints; narrow gauge dump cars in sliding cuts to haul out material clear of main track; ballast cars to unload in center of track or uniformly across track; device for spreading ballast after unloading and for taking surplus ballast off top of ties; small creeper pile drivers for fence posts of concrete and wood; mechanical and chemical means for destroying weeds; discs and mowing machines on motor cars for work adjacent to track; motor cars; air dump cars for use with ditchers, as well as for moving dirt on large scale; tool grinders; snow-thawing outfits; switch point straighteners.

Might Enlarge Mowing Machines

Nearly all of these devices are susceptible of improvement, and there are a great many others which should be produced: for instance, mowing machines on motor cars. If these are practicable, is it not practicable to put larger mowing machines on flat cars and thereby eliminate a large portion of hand cutting or farm machine cutting? Even with the present rail-laying machines, methods used are still primitive. More economical methods must be produced. Also, more mechanical devices not requiring locomotives to handle should be produced.

Maintenance and construction men in a supervisory capacity need to study the equipment which they have on their territory with the view of getting the greatest possible amount of work out of it. As one example of the great variety of work which can be accomplished by one machine, take the railway ditcher, which is probably the most versatile. One of our former district engineers, of Irish descent, now unfortunately dead, remarked of the ditching machine: "It can do anything in railway service except talk, and that fortunately isn't required, for there is already too much talk."

In addition to the ditching for which it is designed, this machine can be utilized to load and unload rail, load and unload bridge timbers, load cinders, load and unload storage coal, load ties, take up abandoned track, transfer loads of timber, rail, etc., load gravel

from pit, excavate roadbed or build embankment for new sidings and extensions, excavate for turntable pits, scale pits and building foundations, load and unload heavy scrap, load trucks, perform light wrecking service. Equipped with leads, it can be used as a pile driver. With a bridge derrick car, self-propelled, it can be used for lifting bridge decks, thus effecting a large saving in renewing bridge ties. Therefore, the machines should be studied to see if additional work cannot be obtained from them.

Must Seek Economical Result

Economies in both material and labor can be effected through the use of materials especially suited for use in particular places. In purchasing material all conditions should be taken into consideration, to the end that material in place will be the most economical and, when placed, will prove the best in total expense over periods of time, taking into consideration the first cost, carrying expense and action on other units, such as equipment, so that the final result will be the economical one.

Special methods may be used effectively in the conservation of materials, such as building up frogs and crossings of ordinary rail, and of the rail itself, either in track or out, by the oxygen-acetylene process, and of manganese by the electric welding process.

Great changes are being made in railway methods. Old ideas are being discarded, and the railway industry is looking for the men and the ideas with which to carry on the work more effectively. I believe the railway service never was more attractive than it is today. There is a vast opportunity for men of ability, resourcefulness and the desire to be of real service. I think it is a rare privilege we have in being permitted to have a part in this age of railroading, and I believe we should be wide awake to our opportunities and responsibilities. We in supervisory positions on railroads must continue to devise proper "yardsticks" by which we may measure maintenance work, as it is not going to be satisfactory to spend money unless we can show that it has been practically and economically spent and can prove that all has been derived from the expenditures that could be expected or anticipated. The successful man in the future will be the man who can show his superiors, and those furnishing the money, that he is getting such a result. This cannot be done without having the "yardstick" established.

The railway situation is improving daily. I think we have every reason to be optimistic over the prospects for future improvement. During January and February the railroads of the country as a whole showed a deficit, but since then, by the reduction of operating expenses and with the increase of revenues which has come through a resumption of business, a small net return has been earned, and this is steadily gaining. For the first six months of 1921 the net return was $128,912,000. In order to have earned 6 per cent upon their investment, the railroads should have made a net return in those months of $477,256,000. Their actual earnings were 73 per cent short of what they should have been. There is every evidence that the resumption of business activity is now definitely under way, and I think we can look for a steady improvement in the situation.

That will bring about this danger, however: As railway earnings increase there is going to be an increase in the agitation for lower rates. It is up to railway men to meet this with a counter movement to show the public that rates cannot be reduced at this time—that a reduction must wait until earnings become definitely stabilized at a point which will assure the railroads an income adequate for paying the expenses of operation, their taxes and other fixed charges and a fair return upon the money invested in them, and some surplus, otherwise the railroads cannot expand in order to take care of the growing communities which they serve; and unless the transportation systems are adequate and expand as necessity demands, this country cannot continue to be progressive and maintain the lead in civilization.

Rates Must Not Fluctuate

Some people seem to believe that railway rates should be made to follow the decline in commodity prices. These same people, however, did not advocate such a policy when commodity prices were soaring far above their pre-war levels. Then they were perfectly willing that railway rates should be based upon the cost of producing service. If rates should be reduced at this time, and some miracle would produce the money which would make it possible for the railroads to continue to operate under such rates, there is nothing to indicate that the railroads would be able to get their rates back to a point which would make adequate earnings possible when commodity prices were increased again.

Illinois Central System Holds Railroading Is as Attractive Now as Ever

Right now, when optimism in all branches of industry is needed more than ever before, we regret to note an unorganized but none the less effective effort to make railway work appear unattractive to our young men. Non-railway men have expressed discouraging views, and even some railway officers have lent their opinions to this unprogressive effort. For the most part, fortunately, these views are merely opinions without a statistic in support.

We, of the Illinois Central System, do not subscribe to these pessimistic opinions in any single particular. We believe—indeed, we know—that the present-day complexity of railway organization demands men better trained and more resourceful than ever before, and that opportunities for advancement, to the right men, are as good as they ever were.

There is danger, however, that, although unfavorable opinions of railway work are false, constant reiteration may result in their acceptance as fact, and some promising young railway men may be side-tracked into other missions of less benefit to themselves and to the public. Any business is largely what you make it. Railway men should point out how attractive their business really is.

What other present-day businesses have greater romance, better compensation and swifter chances for advancement than railroading? These three factors—opportunity, compensation, adventure—are the lodestones that draw young men today as truly as they did their fathers twenty, thirty or forty years ago. What has railroading lost in these respects that other businesses have gained?

As construction of new lines, with consequent opening of new territory, has almost ceased, perhaps some of the romance has faded out of railroading. The day of the empire builder is past. But have other businesses fared better? What competing industry has more adventure, even today? Only on the frontiers of civilization, which have crept far outside our immediate problem, will you find the great adventures again—and out there, the chances are, you will find the railroader, next to the soldier perhaps, the envied man.

In place of the old frontiers we have something far more productive of opportunities for service—a large population busy in the further devel-

opment of our country. In this development the railroads play a part of tremendous importance, for business of every kind is dependent upon adequate transportation. In providing that transportation at minimum cost and at the same time improving and enlarging the transportation plant, to keep it abreast with the country's growth, the present-day railway man has a problem bigger than his grandfather and his father faced in the days of pioneer railroading, and he is better paid.

But how about advancement? Has a young man in railway work a chance as good as those in other lines? Will merit find its own place at the top? We believe no other business offers better opportunity for advancement to the young man who insists upon advancement. Inertia won't push him to the top any more today than it would forty years ago, but his boss' job is always just in front of him, and the pursuit is still the same old game.

The young men who are now coming along in railway service don't know much about the conditions that prevailed a generation ago, and we doubt that many of them care. All that a young man who has the right kind of stuff in him is concerned about is the problem of tackling the task confronting him today, and he doesn't care a rap about how somebody did the job before. He has his own future to carve—and many young railway men are carving theirs rapidly today.

For example, of the official positions on the Illinois Central System, 85 are held by men less than 30 years of age, 122 are held by men between 30 and 35 years of age, and 213 are held by men between 35 and 40 years of age. This proves that opportunity still exists in the railway business. The best man will seize it, as he always did and always will. The same effort wins in railway work as in other lines, and the final rewards compare favorably with those in most competing industries.

The editor of an important newspaper wrote the other day: "There is no more interesting calling than that of railroading. It is a man's game, and next to our own we esteem it as a vocation of less monotony and more adventure than any other." This is a competent outsider's opinion of the railway business. While we do not agree with the exception he made, we believe it is otherwise a correct opinion.

Moreover, we believe it would be conducive to the good of the railroads if similar opinions were adopted and expressed more frequently. We believe the contrary viewpoint is erroneous, and its adoption by many of our citizens would be deterimental to the railroads as well as to the public welfare.

Constructive criticism and suggestions are invited.

C. H. MARKHAM,
President, Illinois Central System.

Five St. Louis Division Veterans Average Almost 49 Years of Service

List With Records From 1868 to 1921 Has Probably the Only Negro Telegraph Operator in the Country

THE St. Louis division of the Illinois Central System has five men in active service whose length of service is surpassed only by the veterans of the Minnesota division. The records of service of the five men on the St. Louis division range from 53 years to 46 years and 6 months. The total number of years of service of these men is 243 years and 6 months, an average of 48 years and 8 months.

J. H. Wooldriege, team track clerk at Cairo, heads the list with a record of 53 years of active service. He is followed by G. A. Hilburn, engine foreman at Cairo, with 49 years to his credit; J. D. Ladd, agent at Cairo, with 48 years; J. H. Kelley, negro telegraph operator in the yard office at Carbondale, with 47 years, and Richard Johnson, negro lamp tender in the yard at Carbondale, with 46½ years.

In Kelley at Carbondale, the Illinois Central Railroad has probably the only negro telegraph operator in the country.

Has Service of 53 Years

J. H. Wooldriege has spent the greatest and happiest part of his life in the service of the Illinois Central. His term of service extends over fifty-three years, and each day has been filled with life and interest for him, he says. J. D. Ladd, agent at Cairo, Ill., is high in his praise of the service Mr. Wooldriege has given the company. They have worked at the same place many years, and Mr. Ladd says Mr. Wooldriege has always been on the job, a good conscientious worker, loyal to the company and 100 per cent efficient.

"Six men of the caliber of Mr. Wooldriege can do the work of twelve other men," Mr. Ladd says.

Mr. Wooldriege was born November 30, 1851, at Van Buren, Ark. His parents died while he was young, and he lived in Van Buren with relatives, obtaining what education was possible. Then he went to Little Rock, Ark., to live. He attended school there, but it became necessary for him to work for his living, so he began on a job driving a horse at a tannery on the outskirts of Little Rock. He received no pay for this, only his board and lodging. His shoes were in bad condition, and he asked his employer to have them fixed for him. When two weeks passed, and his shoes had not been fixed, Mr. Wooldriege says that he realized that his staying there was a waste of time. He abruptly quit his job, and went into Little Rock, where he made his living by doing odd jobs.

Was Bellboy in Chicago

It was then that Chicago called. His first position in Chicago was that of bellboy in the old City Hotel. He made more money at this than he had ever made before—he was a success in the large city. The most appealing part of his new position was the uniform, he says. There was something about it that made him feel dignified and important.

Later he found a better opportunity in a grocery store. Then his brother-in-law, who was an auctioneer at Cairo, Ill., offered him a good position as helper, and he accepted. They worked together throughout southern Illinois and Kentucky for several years.

Then the railway business took his attention. He went to the old stone station of the Illinois Central at Cairo, Ill., and asked for a position as messenger and office boy. He worked diligently at this for a little more than a year. Then he was promoted to transfer cotton clerk.

In those days, freight cars of one railroad were not sent over another. When they were loaded with material that was billed to a station on another line, the car was sent to the junction with that line, and the material was reloaded in a car of the road that touched the station where the freight was destined.

Mr. Wooldriege worked at this for about

two years, and was then made night check clerk. His eagerness to get the work done prompted him to get right in with the men, and help unload the merchandise. On one occasion, he managed the freight warehouse during the illness of the man in charge.

Later Mr. Wooldriege was placed in charge of the stock yards at Cairo. One morning, after an unusually large amount of stock had passed through the yard there and had been loaded, the master mechanic made the remark in the freight office that the stock had been loaded in less time than ever before at that yard. Mr. Wooldriege was informed of the compliment, and was asked how he accomplished the feat. He explained that he had asked the engineer of the switching engine to take the cars away as fast as they were loaded, and then told the men to keep the stock on the run so that the engine would be kept busy. The plan worked, and the stock was moved in record time.

He was later made team track clerk at Cairo, and holds that position now.

Has Handled Much Cotton

Records of some of the freight that has passed through Cairo are indicative of the amount of efficient work Mr. Wooldriege has done. In 1890 157,000 bales of cotton were transferred there. In 1891 194,000 bales and in 1898 354,331 bales were handled by him and his force.

Mr. Wooldriege has threatened to resign from the service of the company on three occasions, but each time was persuaded by the agents to stay. The last time was only a short while ago, when he decided that he would like to get into the retail coal business. Mr. Ladd, the agent, called him into the office when he heard of the proposed venture, and asked him all about it. It did not appear to be a sound business proposition, and he advised Mr. Wooldriege to let the matter drop.

Mr. Wooldriege gave up the idea on Mr. Ladd's advice, and is continuing his good work for the company. He intends to send in his papers in the near future to be placed on the pension list.

Started When 17 Years Old

G. A. Hilburn, engine foreman at Cairo, Ill., first started work for the Illinois Central Railroad when he was 17 years old. He is 66 years old now, and has been in service forty-nine years.

Mr. Hilburn was born December 8, 1855, at Wilmington, Ill., and lived there until 1868. When he was 8 years old, his father died. He lived with relatives there, attended school and then moved to Danville, Ill. He was in Danville two years when he found it necessary to obtain work.

Mr. Hilburn was only 15 years old when he started to work steadily at Kankakee, Ill. His uncle gave him position in a machine shop. The work was hard, and he was young, but he stuck to it for two years.

A. G. French, supervisor of bridges for the Illinois Central Railroad, was a close friend of young Hilburn. He had been watching the young man in his work at the machine shop, and was pleased to such an extent that he determined to help him all that he could.

Went Into Bridge Work

In 1872 Mr. French went to Mr. Hilburn and told him of a vacancy in a gang of bridge workers on the Illinois Central System. The pay was better than he was receiving at the machine shop, and the work was much easier. Mr. Hilburn heeded the fatherly advice of Mr. French, and showed his great appreciation for the personal interest taken in him by immediately digging into the bridge work with his best efforts.

His service for the Illinois Central started at La Salle, Ill., where a bridge was being repaired. For seven years he traveled all over the Illinois Central System repairing bridges and building new ones. Some of them were of wood; others, of metal. Many of the wooden structures were being replaced by metal ones.

In 1879 Mr. Hilburn became switchman in the yard at Cairo, Ill. His ability and worth to the company proved themselves, and he was promoted to yardmaster in 1885. He held this position for about ten years, and then gave it up on account of his health. He then became engine foreman there. He continued at this until January 1, 1900, when he became yardmaster again. However, the change was only for three years. He found it best to

become engine foreman again. He has continued in that position at Cairo since.

Directs Engine in Cairo Yard

Mr. Hilburn's duties consist in directing the work of an engine in the yard at Cairo. At present, he has engine No. 2880.

He was yardmaster at Cairo when the great bridge was built there. He says his former experience in bridge building made the new structure there very interesting to him, and at times, he says, it was hard for him to keep from pulling off his coat and helping the men.

Mr. Hilburn is hale and hearty, and braves all kinds of weather to attend to his duties as engine foreman.

Learned Telegraphy in Six Months

J. D. Ladd, agent at Cairo, Ill., has been in the service of the Illinois Central for forty-eight years. In all of that time, there has not been a day that he has not placed the interest of the company foremost. Through his pleasing personality he has made hundreds of friends for the Illinois Central System.

Mr. Ladd is a native of Illinois. He was born in Grayville, February 11, 1854. His parents soon moved to Kentucky, where he received his elementary education and was later graduated from Mayfield College, at Mayfield, Ky.

When 19 years old, Mr. Ladd decided that he wanted to learn telegraphy. He paid $50 for instruction that lasted six months.

In those days, the telegraph instruments contained a roll of paper on which the dots and dashes were punched as the messages were received. The operator read the strip of paper after the sender had stopped. It then remained for him to decode the message. Reading the instruments by sound was thought impossible, Mr. Ladd says, and in fact was not given consideration for some time.

Learned to Read by Sound

In June, 1873, Mr. Ladd accepted a position as operator for the Paducah & Memphis Railroad (now the Illinois Central) at Paducah, Ky. It was while he was in this position that he learned to read the telegraph instruments by sound.

While he was receiving a message one day, the paper roll of his instrument jammed, the weights were forced out of place, and the paper connection was rendered useless. To make the repair meant several hours of tedious work and probably failure in the end. He had heard of operators who had experimented with receiving by sound, and he decided to attempt it. He wired the sending station to continue slowly. The experiment was successful, and Mr. Ladd lost no time in perfecting himself in the new method. There were few operators who were able to receive by sound then.

Mr. Ladd successively held the positions of operator, agent, train dispatcher and trainmaster on that railroad at Paducah. In 1878 he became agent at Memphis, but resigned a short time later on account of the yellow fever which was prevalent in that city.

In December of that year, Mr. Ladd accepted a position as agent for the C. St. L. & N. O. Railroad (now the Illinois Central) at Martin, Tenn. He remained in that city until 1884, when the agencies for the N. C. & St. L. and the C. St. L. & N. O. railroads were consolidated. He was offered the joint agency, but refused it. He then went to Cairo, Ill., as the acting assistant agent for the Illinois Central Railroad. In 1890, he was made agent at Cairo, and he has held that position since.

Worked in Old Station at Cairo

When Mr. Ladd first took up his duties at Cairo, the station was an old stone building with no ventilation, no heating plant, no electric lights and none of the modern conveniences. These were added one at a time, and finally the new passenger station and freight depot were built. The new freight depot, where his office is, was completed in 1913.

In 1912 and 1913 the Ohio River reached such a height that the entire city of Cairo was endangered. At that time there was no wall to protect the city from the rising waters, and the old stone station was right on the river bank. Most of the residents left the city when the water became so high. The old station was rendered unsafe, for the water had reached a height of twelve inches on its floors.

Luckily, the new freight building was nearing completion at that time. As soon

G. A. Hilburn
J. H. Wooldriege
J. D. Ladd
J. H. Kelley
Richard Johnson

as it was possible to make the move, the employes in the old station carried their office fixtures to the new building.

This was the highest the Ohio River was ever known to get at Cairo. Since that time, a thick wall has been built on the river bank for the protection of the city.

Saw Ohio River Bridge Built

It was while Mr. Ladd was acting assistant agent at Cairo and just before he was made the agent that the present Illinois Central bridge, the longest metal bridge in the world, except the Tay Bridge in Scotland, was built over the Ohio River at Cairo. It was constructed under the direction of George S. Morrison, and was opened for traffic October 29, 1889. The time of construction was two and one-half years. The total length of the bridge was about 3¾ miles.

In 1894, during the A. R. R. U. strike, Mr. Ladd filled all the positions in Mounds and Cairo. That his judgment was good is proved by the fact that only two changes were made out of his forty appointments.

Reviewing the early days of his railway career, Mr. Ladd says the employes worked from 7 a. m. to 6 p. m. regularly, and often worked overtime without extra pay. To work several days and nights without sleep was a frequent occurrence, he said, and the men never thought of asking for extra pay. Each had the interest of the company at heart.

Telegraph Operator, and a Negro

J. H. Kelley, employed in the yard office of the Illinois Central at Carbondale, Ill., is probably the only negro telegraph operator in the United States. He has been in the service of the company for forty-seven years. Although he was 71 years old July 31, he is spry and jolly, and does not appear to be older than 50. His father, who died about six months ago, lived to be 100 years old.

Kelley learned to operate when he was employed as a messenger boy in the Western Union office at Alton, Ill. At that time, a Mr. Clow from Mississippi was in charge of the office there. Kelley's monthly pay was $10, and attention to extra details won him a bonus of $5.

One day Mr. Clow smiled and patted him on the back, saying, "Henry, you are a mighty good boy, but the company says that you have to learn this business if you are to stay here." That day, Mr. Clow connected up a set of telegraph instruments in one corner of the room, and told Kelley it was his to practice on. From then on, Kelley says, he was made to practice a part of each day. Mr. Clow taught him the telegraph code for the alphabet, and stood over him until he got it correctly.

Picked Up the Work Slowly

After months of practice, the beginner was able to distinguish a letter now and then coming over the regular wire. Then he became able to catch a word or two in a message. Later he could receive a message sent slowly by Mr. Clow, and before he realized it, he says, he was able to understand every message that came into the office.

It was a long hard grind, he now reflects, and if it had not been for Mr. Clow's personal interest, he would never have made an operator.

Kelley obtained his first position as a telegraph operator in June, 1874, with the I. & St. L. Railroad at Wann, Ill. He had been there only six months when he took a position with the Illinois Central Railroad as an operator at Pulaski, Ill. After working there two years, he was transferred to Anna, Ill., a town where no negroes had previously been allowed to live. He married, paid strict attention to his duties at the station there and always gave courteous attention to the patrons. His politeness won for him the respect of the residents of Anna, and they made room for him in their village.

Success As a Musician

Kelley has musical talent. While living in Anna, he played violin in the Greer Brothers' orchestra. Although a negro, he found his ability as a violinist made him desirable in the white orchestra. Later he was chosen to lead the orchestra at the insane asylum there. He remained in Anna for twenty-two and one-half years.

He is the father of twelve children, eight of whom are living. All were born in Anna and were allowed to attend the white schools there.

In 1898, Kelley was transferred to Carbondale, Ill., and served as operator and leverman in the tower there. He continued in this position for ten years. It was while he was at work in the tower one day that a man of his own race came to

him and said: "I'se seen you-all some place befo'. Wasn't it at Pulaski?" The speaker was "Dick" Johnson, previously mentioned, who had been transferred from a section in Pulaski to the job of lamp tender in the yard at Carbondale.

Kelley was then made the operator in the yard office at Carbondale, and he has kept that position since.

Met a Stranger From Texas

He tells the story that a telegraph operator whose home was in Texas came to Carbondale one day seeking a position. He was assigned to the third trick at the yard office, and was told that he would be relieved at 7 o'clock the next morning. At 6:45 o'clock Kelley stepped in the door, took off his coat and, hanging it up, said: "You can go now."

"Go where?" asked the new operator, surprised.

"Go home, of course," Kelley replied. "I have come to relieve you."

"Are you an operator?"

"Yes, sir."

"Well, I'll be dashed," exclaimed the other. "I have heard of you, but I never thought it possible. You know I'm from Texas, and the negroes down there don't learn to be operators."

Surprised to Find Him There

As time went on, these two operators became friendly, and when the Texan left the office for other employment, he made Kelley a present of a valuable stylus. He prizes this little instrument very highly.

Kelley says that men often come to the window of his little office and ask for the operator, not knowing that he is the one in charge. And when told that he is the operator, they always marvel at the fact that he is a negro with ability enough to manage that office.

Kelley is a competent worker, and gives the company the best of service. He always reports for duty a little before the time he is supposed to, and has never been off on account of illness. He is kind hearted, too. Each day he scatters bits from his lunch upon the ground before the window of his office so that the hungry birds may feed.

"The reason I get along so pleasantly with white people," he says, "is because I know my place, and always act accordingly."

Born a Slave in Tennessee

Richard Johnson, negro lamp tender in the yards at Carbondale, Ill., who has been in the service of the Illinois Central Railroad for forty-six and one-half years, was born a slave on Christmas night in 1842, ten miles from Huntington, Tenn.

His master, a Mr. Johnson, he says, was a kind-hearted Southern gentleman. One negro mammy and her four children were all the slaves Mr. Johnson had, and Richard was the one at the bottom of all the pranks that took place on the plantation, according to his own confession. He says now that if he had a nickel for each whipping he received for his boyish tricks, he would be a rich man. He smiles when he refers to them, for they were not brutal beatings, he says. In fact, they were no more severe than the master would have given his own child had it been caught in the same tricks.

When the Civil War began, Richard was a sturdy young man about 20 years old. He did not run away from his master and join the Union army, as many slaves were doing. He was well satisfied with his home, and realized that he was much better off there than elsewhere, he says.

With His Master to the War

But when the son of Mr. Johnson joined the Confederate army, Richard went into the fighting with him. He determined that his young master should be looked after, his clothes cared for, and his horse kept well groomed. Richard was constantly at the side of his young master until a rifle ball snuffed out the life of the gallant young Southern gentleman. Richard buried his beloved master with greatest care and reverence, carefully marked the grave and carried the sad news back to the Johnson home.

He relates an incident that proved disastrous to a group of Confederate soldiers during the Civil War. A few Union soldiers were encamped behind a pile of small wood cut in 4-foot lengths when a band of Confederates dashed into the open from a thicket. Each of the Union soldiers was taken so by surprise he grabbed a stick of the wood instead of running to the stacked guns. On the other hand, the Confederates were just as greatly surprised, for they did not know the Union soldiers were in hiding there. When the blue-coats darted out with their wooden sticks pointed as guns at the foe, the Confederates surrendered in a body without firing a shot.

Joined Illinois Central in 1875

When Richard returned to the Johnson home, the desire to earn his own living over-

took him. But it was with much regret that he left the old plantation, he says.

He obtained a position as a water boy on a section of what he calls the North Windy Railroad. During the time of this employment, he was critically ill with brain fever. It left him blind in the left eye.

After a year's service as water boy, he obtained a position as porter on a Mississippi Central train. He continued this work for two years, and in 1875 became a member of a section gang of the Illinois Central Railroad at Pulaski, Ill.

As near as he can remember, he had been on this section two years when he was called to tend to the lamps in the yard at Carbondale.

He has been in that position since. His work includes the cleaning, re-oiling and lighting of about eighty lamps. He has not missed a day, never was injured in service and has never had to lay off on account of illness, he says.

He now has a son in the service of the Illinois Central System as a train porter between Centralia and Cairo.

Is an Applicant for Pension

The elder Johnson has sent in papers requesting that he be placed on the pension list after having served the Illinois Central Railroad for more than forty-six years.

There remains in him a great love for his boyhood home, and it was clearly an effort for him to check his emotion long enough to speak when he referred to it. "Yes sah," he was finally able to say, "I wants to go back to de ol' home-place if the company can spah me fo' awhile."

He is a typical old Southern negro, and a conscientious church worker. He is a member of the Free Will Baptist Church, and attends services regularly. The residents of Carbondale call him "Brother Dick." His hat comes off when he is spoken to, and he responds with a low bow.

Moral: Know Thy Neighbor as Thyself

Several years before the war a Louisville manufacturer rode some distance on the same seat of a street car with a pleasant-faced young man, relates a writer in the Louisville (Ky.) *Courier-Journal,* under the heading of "In Louisville's Byways." They conversed with each other.

Just before the manufacturer came to his corner, he said:

"My name is So and So. Come in to see me some day. I've enjoyed talking with you."

The young man smiled.

"Thank you, Mr. So and So," he replied. "I go to your place every day. I have worked for you. in your factory, for nearly ten years."

The manufacturer was greatly embarrassed. He went home and thought about the matter. As a result he made it a practice to go often into his factory and offices. He saw to it that he knew every man and woman in his employ by name. He also made a point of speaking to each at least once in every month.

The beginning of the large success of the manufacturer dates from that time.

Not so very long ago, during a period of acute depression in the manufacturer's particular line of business, it was rumored that he was in financial straits—that there was danger he would fail.

A delegation of his employes asked permission to talk with him. The spokesman said:

"We hear that you are short of money to run the business until times get better. Nearly all of us have saved money in your employ. You have given us steady work, brotherly treatment and better than the average pay. We will take a cut in wages now and we can raise $100,000 between us for the business. We have faith in you and in ourselves. We know that we can weather the storm."

For a moment the manufacturer scanned the earnest faces of his employes. Then he covered his own face with his hands, to hide the tears that flooded his eyes. Presently he looked at them again and said:

"I am not going to try to thank you, my dear friends. You must know how I feel. But, thank God, our business is safe—we do not need any help to pull through. Henceforth it will be more than ever our business."

We Use Ten Tons of Coal a Minute

Help Save Coal

Fuel Economy Reaches Every Department and Every Employe

By A. F. Blaess
Engineer, Maintenance of Way

Direct Fuel Waste

Indirect Fuel Waste

September has gone, but we must still save fuel in October. Herewith we have a summary of the situation that every employe ought to clip, at least in part, and paste in his hat:

COAL is the chief essential of all raw materials or natural resources in the home as well as in industry and commerce. About 27 per cent of the bituminous coal produced in the United States is used by the railroads, and of that used by the railroads during 1920 the Illinois Central System used 5,423,440 tons. This, reduced to consumption per minute, means that for every minute during the entire year an average of 20,600 pounds of coal was consumed. If all the coal used on the Illinois Central System last year were loaded in coal cars averaging fifty tons each, and they were coupled together, they would form a continuous string of cars from Chicago to New Orleans. The cost of fuel for 1920 was $17,832,958 (including cost of handling). This represented 11.2 per cent of the total operating expenses for the year. Next to wages, fuel is the largest individual item which goes to make up the operating cost. The cost of coal used in 1920 was 158 per cent higher than in 1915. The enormous quantity of coal used and also the enormous increase in cost per ton should impress everyone with the importance of putting forth every effort to avoid the use of coal where it is not necessary, to eliminate all waste, and to get 100 per cent out of every pound of coal consumed.

There are many angles to the question of fuel saving on a railway system. Many employes seem to be under the impression that these economies are wholly up to the man who shovels the coal. This is far from true, for, while the man who burns the coal can certainly show a saving by producing the energy from the fuel with the least possible waste, he cannot control the use of that energy after it has been produced, and the man or woman who uses steam, water, electricity or air is just as much concerned in the conservation of fuel as the man who shovels the coal into the furnace.

Coal or other fuel enters into the production of almost every commodity used on a railroad. Therefore, a saving of material of any kind, as well as the conservation of energy produced by coal, means a saving in fuel. It follows, therefore, that fuel economy may be practiced in two general forms:

First: A direct saving of fuel through effecting economies in handling and firing.

Second: An indirect saving accomplished through conserving energy and material produced by the consumption of fuel.

Usually the first efforts in fuel conservation on a railroad are directed toward economies in consumption of fuel by locomotives. This is quite natural, as about 85 per cent of the total railway fuel consumption is by locomotives, but at the same time the other 15 per cent should not be neglected, as it is often possible that greater relative results may be obtained through economies effected in the use of this lesser quantity used for miscellaneous purposes than in the 85 per cent.

Overloading Coal Cars

To get the full efficiency of coal cars, they should be loaded to the maximum limit to which they can be loaded without having the coal fall off while in transit. The loss from improperly loaded cars not only means

the cost of the coal but causes unsightly and dangerous yard conditions, destroys the purpose of the ballast by obstructing drainage and creates an expense to reclaim in excess of the value of the coal. A large part of the coal lost in this manner is rarely if ever salvaged, as it would be too expensive to pick it up separately or separate it from the ballast, cinders, etc., with which it becomes mixed.

Black Smoke

Black smoke emitted from a locomotive stack is an indication of imperfect combustion—consequently of a waste of fuel. Bituminous coal is composed of the following substances, in percentages averaging about as shown:

	Per Cent
Carbon	43
Volatile matter	37
Earthy matter	9
Moisture	11

When coal is heated to a certain temperature (which is below 1,800 degrees Fahrenheit) the volatile matter is given off in the form of combustible gases. The carbon, when heated to a temperature of about 1,800 degrees Fahrenheit in the presence of oxygen, combines with it and forms either carbon dioxide or carbon monoxide, dependent upon the relative amounts of carbon and oxygen present. Carbon monoxide on combustion produces 4,452 heat units per pound of carbon, whereas carbon dioxide produces 11,600 heat units. From this it is apparent that where the amount of oxygen supplied is not sufficient there is a great loss in the efficiency of the coal; further, where there is insufficient oxygen supplied to produce a proper combination of carbon and oxygen for perfect combustion a part of the carbon escapes through the smoke stack, partly or entirely unconsumed, in the form of black smoke (waste).

This can be overcome by increasing the supply of air to the firebox and by supplying fresh coal more slowly. The supply of air can be regulated by opening and closing the dampers of the fire-box and by increasing or decreasing the draft by the use of the blower, both of which can be controlled by the fireman. The fireman is also the one who shovels the coal into the fire-box, and the proper and economical use of coal is almost entirely dependent upon his skill in feeding the fire.

A. F. Blaess

Coal Chutes

A large part of the coal wasted at coaling stations is salvaged and either returned to the chute or loaded and delivered to stationary power plants. The value of this coal is decreased, however, by the breakage in handling. The expense of handling the coal is often as much as, or more than, the coal is worth.

This loss may be prevented by keeping the coal-handling equipment in good order and by having coal chute attendants and firemen exercise care in loading tenders and properly trimming the coal so that it will not fall from the tender when the engine is in motion.

The Safety Valve

Another avenue for waste is the safety valve. Every time pressure is released by steam escaping through the safety valve there is a waste of coal, and it is conservatively estimated that seventy-five pounds of coal are wasted every time a locomotive "pops off" for five minutes. This waste also can be eliminated by the proper handling of the engine.

While the fireman burns the coal and is responsible for its proper combustion in the fire-box, he is forced to shovel a great

many scoops of coal that could have been saved if all those who have a part in train operation would co-operate in fuel saving:

The Engineer

can save coal by keeping his fireman advised as to where stops are to be made, where an unusual amount of work is to be done, by exercising good judgment in handling the throttle and reverse lever so as to use as little steam as possible, by seeing that an excessive amount of water is not carried in the boiler, and by giving proper attention to the use of the injector.

The Conductor

can save coal by keeping the engineer advised of unusual stops or work required to be done at stations and by requiring the least number of moves to be made with the engine in properly handling the work. In handling a local he can materially assist by clearing tonnage trains and not stopping them.

The Brakeman

can save coal by closely inspecting the train for leaky train lines, sticking brakes and defects in equipment that may cause delay or derailments.

The Dispatcher

can save coal by closely following train movements so meeting points can be made with the least possible delay, by putting out orders and instructions so far as practicable at stations where trains will not ordinarily be required to make extra stops, and by the use of "19" train orders to the fullest permissable extent. Every time a tonnage train is stopped, from a quarter of a ton to a ton of coal is burned in excess of what would otherwise have been consumed.

The Yardmaster

can save coal by working closely with the dispatcher and starting trains, so far as practicable, at times when they can be moved with the least amount of delay from trains of superior class, by having trains ready to go forward at the time listed, by giving the roundhouse forces reliable information as to the time engines will be required, by knowing that all cars in trains are in good order and properly waybilled to avoid delay to road crews in switching and setting out cars when ready to leave, and by knowing that trains are properly made up, placing the short loads so that the least number of cars will have to be handled in setting them out.

The Switchman

can save coal by avoiding unnecessary moves, careless signals and signals causing excessive use of brakes.

Roundhouse Forces

can save coal by close co-operation with yardmasters, by seeing that engines are given proper attention and dispatched in good condition, by not having an excessive number of engines fired up and under steam, and by not firing engines to go out on the road any longer than necessary, before they are listed, to get up the required amount of steam.

Car Inspectors and Repairmen

can save coal by properly inspecting and repairing all cars, leaky air lines, defective brakes and brake rigging.

The Supervisor

can save coal by planning the work of his gangs as far in advance as practicable to require the least number of slow orders, by being posted at all times of the number of slow orders on his district and handling them in such a manner as to know that they are removed promptly when necessity for them no longer exists, by using work trains only when absolutely necessary and closely watching their performance, by fully advising conductor of the work train before he starts out what and where he is expected to work to make possible doing the work

Not on Our System Any More

with the least number of delays and the least number of moves, by not listing work trains any longer in advance of time work will start than necessary, and by releasing them promptly when work is completed.

Section and Bridge Foremen

can save coal by keeping the number of slow orders as low as consistent with safe and economical operation, bearing in mind safety must be given the first consideration and, where work is being performed that will prevent the safe handling of trains at scheduled speed, the trains should be protected by proper signals, and where caution signals are used the necessity for them should be removed as quickly as possible and slow orders taken down. Slowing down or stopping trains not only means increased use of coal in many cases to the trains stopped, but frequently disturbs the movement of other trains with which meeting points have been arranged, consequently causing an increased use of coal to these other delayed trains.

The Signalman

can save coal by maintaining signals and interlocking plants in good order, thereby avoiding unnecessary stops to trains.

Every Employe

can save coal by remembering that a moving train represents energy and that to

Two Wastes—At the Chute and Off the Car

stop the train unnecessarily means that energy is destroyed which can be replaced only by additional fuel and at an added expense to one of the largest items of railway operation.

Open Fires

Open coal fires are frequently made at cinder pits, in the vicinity of water columns and elsewhere where it is necessary for men to work outdoors during the winter months. Often these fires are maintained day and night for weeks, and may consume a ton or more of coal a day. These fires should be eliminated wherever possible. Where they are absolutely necessary, they should be confined to a salamander, sheet steel stove or similar device that will provide more useful heat with less discomfort to the men and with a great deal less coal.

Pumping Stations

Boilers should be washed out at regular intervals. Particular attention must be given to the crown sheet and water leg, removing all mud and loose scale. The length of time between washouts will depend upon the character of the water and the hours the boiler is under steam. With the same conditions as to service and quality of water, a boiler under steam twenty hours a day should be washed twice as often as one under steam ten hours a day. Soot and ashes should be cleaned from all heating surfaces. Tubes should be kept clean, either by running a tube cleaner through them or blowing them out with dry steam.

Grates must be kept in good shape; burned out or broken grates permit coal to waste into the ashpit and allow surplus air to enter the fire-box, causing holes in the fire and forming clinkers. A level, bright fire should be maintained; banks and holes in the fire cause clinkers and an excess fuel consumption. Large lumps of coal should be broken up. The coal should be fired in small amounts and at regular intervals, as large amounts cut off the air required for combustion or cause it to enter the fire-box in uneven quantities with a resultant poor combustion and loss of fuel. Screenings as a rule should be fired more lightly than lump or mine run, and if properly handled will give as good results. Injectors should be used to feed the boiler at as nearly a uniform rate as possible and should not be used when cleaning fires or when the fire is low, if possible to avoid it. Boilers should be blown off as often as necessary to prevent an accumulation of mud. To prevent foaming the blow-off valve should not be opened while the pump is running or while the injector is on. It is preferable to blow off while the pressure on the boiler is low enough to avoid loss of fuel and undue strains on the boiler.

Coal should not be unloaded at pumping stations in excess of a reasonable supply, preferably not to exceed one for sixty days, on account of the excessive loss in storage. Coal should be piled so that it will not become scattered or inaccessible. Waste, pieces of wood or other easily combustible material should not be permitted to remain in coal piles, as they may form a starting point for spontaneous combustion.

Heating Plants

The remarks on pumping stations apply also to heating plants, particularly as to firing and care of boilers. Most heating plants have bricked-in or insulated boilers, and it is important that air leaks in the brick work or boiler setting be stopped. Leaks in arches or interior brick work should be stopped, as they permit the gases of combustion to short circuit and have a tendency to overheat the outside brick work, causing a further leakage of outside air.

Steam lines should be insulated against loss from condensation. This loss is especially serious on underground lines not properly protected or so located that the lines are covered with water. Traps or a vacuum pump should be provided for all steam-heating systems, and they should be kept in good order to avoid steam losses, as the steam consumption is materially reduced

Some Coal We Didn't Burn

through the higher efficiency of a heating plant properly drained. Wherever possible exhaust steam should be used for heating instead of live steam, as it represents a large percentage of the heat delivered by the boiler.

Offices and stations are usually kept warmer than necessary in cold weather, and often the temperature is regulated by opening windows and doors rather than by controlling the heat from radiators and stoves, with a resultant fuel loss. Losses from direct radiation often occur where the radiation is not properly located with respect to exposed walls and windows. Radiators and steam lines should be properly vented of air to secure the greatest efficiency.

Air, Steam and Water

The following table, worked up by our superintendent of water service, shows the amount of air, steam and water wasted through openings from 3/32 to ½ inch. As a large portion of the expense shown is for fuel, it will be realized that the fuel losses from leaks of this kind are enormous:

Size of Opening	AIR: Number of Cu. Ft. Wasted Per Month, 100 lbs. Pressure.	AIR: Total Cost of Waste Per Month at 15c Per 1,000 Cu. Ft.	STEAM: Number of Pounds Wasted Per Month 100 lbs. Pressure.	STEAM: Total Cost of Waste Per Month, at 50c Per 1,000 Pounds.	WATER: Number of Gallons Wasted Per Month 40 Lbs. Pressure.	WATER: Total Cost of Waste Per Month at 15c Per 1,000 Gallons.
½"	17,798,400	$2,669.76	805,000	$402.50	1,231,000	$184.65
3/8"	9,979,200	1,496.88	460,000	230.00	692,400	103.86
¼"	4,449,600	667.44	203,000	101.50	307,700	46.15
1/8"	1,114,560	167.19	50,500	25,25	76,900	11.53
1/16"	278,640	41.79	12,750	6.37	19,200	2.98
1/32"	69,552	10.44	3,175	1.58	4,800	0.72

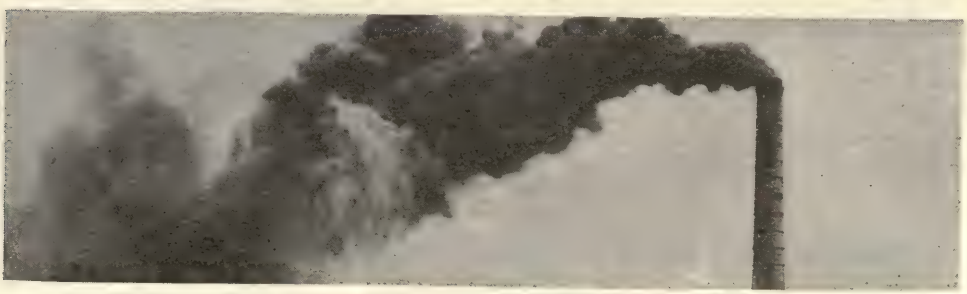
Nearly all railway shop and yards have extensive systems of pipe lines carrying air, water and steam. The fuel loss due to leakage from these lines is one of the most serious conditions we have to contend with. By referring to the table above it will be noted that an 1/8-inch opening will waste air amounting to $167 a month. This represents a fuel loss of at least $100 a month, or more than a ton of coal a day. The fuel loss from steam leaks represents about the same proportion as air; while the fuel loss from water waste is not so great in proportion as that of steam and air, the aggregate loss is greater, as there are more water lines, and consequently a greater opportunity for waste.

Electricity

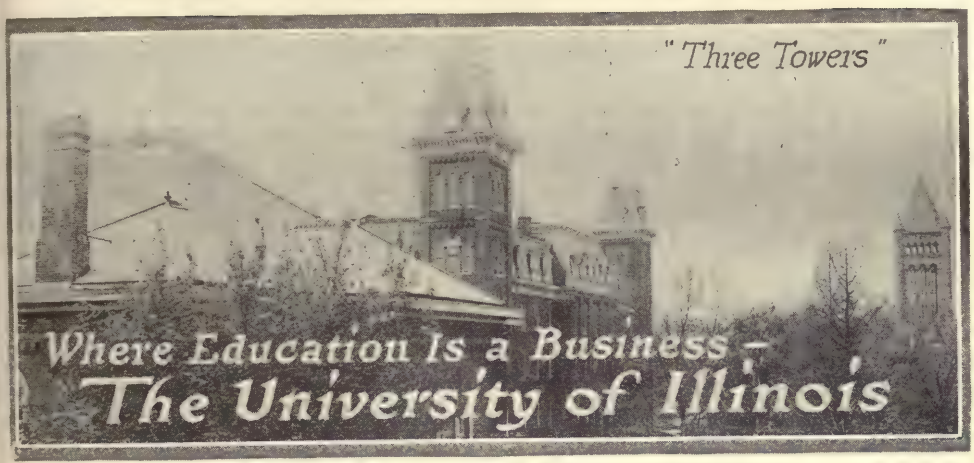
Fuel and power may be saved by strict attention to waste of electric lights. A five-watt lamp will use about one-half pound of coal an hour. With the thousands of lights on the system, the possibilities of fuel saving through economy in their use are important.

Fuel saving is not confined to any particular class or department of the railroad, but is common to every employe, and if maximum results are to be obtained every employe will have to do his or her part whether it consists of the economical handling and firing of the fuel itself or merely turning off an electric light or faucet when not in use.

The co-operation of every employe is solicited to place and keep the Illinois Central System second to none in the conservative and economical use of coal.



The Banner of Waste



IT is a rest and relief from the workaday world to drop off an Illinois Central train at Champaign, Ill., and make a little visit to the home of one of the million dollar industries along the Illinois Central—the University of Illinois.

Strictly speaking, the University of Illinois is not in Champaign. Most of it is on the edge of Urbana nearest Champaign, and Champaign and Urbana are twin cities in a closer sense even than are St. Paul and Minneapolis. There is no way of telling them apart. Most of the students live in Champaign, and when the Illinois Central serves Champaign it is serving the University of Illinois.

Since the Illinois Central is the only north and south line through these twin cities, and the only connection with Chicago, 128 miles distant, the University means a great deal to the Illinois Central in passenger and freight business. At Champaign are located the offices of the Illinois division of the Illinois Central, and the relations between the University and the Illinois Central management have always been close and cordial.

Illinois Central Aided Fund

The Illinois Central, which is about sixteen years older than the University, was a contributor to the fund which established the University in its present location. Our recent booklet, "What Every Employe Ought to Know About the Illinois Central System," makes the following statement: "The Illinois Central endorsed the movement to establish the University of Illinois at Champaign and contributed the first $50,000 toward the University fund. The University of Illinois now enrolls more than 11,000 students and is conceded to have one of the greatest agricultural colleges in the United States." That gift is still acknowledged in the annual register of the University, which says, in describing its location: "Champaign County offered a large brick building in the suburbs of Urbana, erected for a seminary and nearly completed, about 1,000 acres of land, and $100,000 in county bonds. To this the Illinois Central Railroad added $50,000 in freight."

That was in 1867, when the University was incorporated. In 1868 school work began with one regent, two professors and about fifty students. The growth of the University of Illinois has been almost unprecedented in the history of American education. Last spring, only a trifle more than half a century after its founding, the University had 973 teachers and administrative officers and an enrollment of 9,493 students.

The daughters of Illinois are faring well at the University. In 1870, only a few years after the University was established, they were admitted on equal terms with the men. Their enrollment in 1870-71 totaled twenty-four. Since that time they have constituted from one-sixth to one-fifth of the total number of students. Last year they bettered this percentage, as they numbered 2,336 of the total of 9,493. They have an excellent women's building dedicated to their use on the University campus, and the only residence hall, or dormitory, the University has is for its women students.

Crowded Again This Year

School has just begun again, and the fall

enrollment of 8,000 has broken records. Unlike most universities, the University of Illinois does not need to encourage enrollment; most of the time it has more students than it can conveniently handle. That condition is true again this fall. The University requested a state appropriation of $10,500,000 for the present biennial period, but received less than $9,000,000, which will necessarily restrict to some extent its program of expansion.

It will be seen that, in point of number of persons handled and the amount of money involved, the University of Illinois is one of the biggest industries along the Illinois Central System.

Last year Dr. David Kinley, Ph. D. LL. D., was elected president of the University, succeeding Dr. Edmund Janes James, Ph. D., LL. D., who had served since 1904. On the advisory board of the College of Engineering for the railway industries of Illinois appears the name of C. H. Markham, president of the Illinois Central System. In addition to the College of Engineering, the University organization includes the College of Liberal Arts and Sciences, the College of Commerce and Business Administration, the College of Agriculture, the College of Law, the Graduate School, the Library School, the College of Education, the School of Music, the School of Railway Engineering and Administration, the College of Medicine, the College of Dentistry, and the School of Pharmacy. The last three are in Chicago; all the others are in Urbana.

How Enrollment Was Divided

The College of Liberal Arts and Sciences led in total registration last year with 2,535; Commerce, 1,841; Engineering, 1,662; Agriculture, 1,135; Graduate School, 422; Education, 137; Law, 126; Music, 117; Library School, 30. The registration in the Chicago departments was 766.

The land occupied by the University totals almost 2,000 acres. There are at present more than fifty buildings on the campus, in addition to those required by the University's work in Chicago. In the libraries of the University are 471,183 volumes, 55,036 pamphlets, 2,123 maps and 5,553 pieces of sheet music.

In 1913 the estimated cost of land and land improvements belonging to the University was $322,447. This has been added to since by purchase and gift. The land valuation today is $1,079,315.05. The total acreage is 1,957.99, divided as follows: Urbana-Champaign campus, 247.50; Chicago campus, 2.02; Champaign County farm, 934.47; agricultural experiment fields, 713.72; timber reservations, 60.14; Chicago outlying property, .14.

A Campus Scene

The estimated value of buildings in 1913 was $2,022,175, to which may be added $179,550.75,

Scenes Around the Campus University of Illinois

Armory

Stock Judging Pavilion

Auditorium

Entrance to Auditorium

Chemistry Bldg.

Lincoln Hall (Class Rooms)

Library

Agriculture Bldg.

the inventory of furniture. This does not include the new Armory, the Stock Judging Pavilion, the Locomotive Testing Laboratory or Horticultural Greenhouse, which were in process of construction. Inventory of buildings at present, including those of the Chicago departments, is $4,886,749.53, or an increase of $2,844,574.53. By adding the inventory of uncompleted buildings, the total valuation is $5,295,784.10, or more than double the valuation of 1913.

Noted for Its Athletics

Among other things, the University of Illinois has become noted in the Middle West for its proficiency in athletics, and in particular for its Department of Athletic Coaching, which has been built up under the direction of George A. Huff. Coaches of athletics from all over the country come to Illinois to be grounded in the fundamentals and enlightened as regards the finer details of their work. The University of Illinois is a member of the Western Conference, or "Big Ten," composed of Michigan, Wisconsin, Minnesota, Indiana, Chicago, Northwestern, Iowa, Ohio State, Purdue and Illinois. In nearly all branches of athletics, representatives of the University of Illinois can be found fighting for the conference championships.

In football, out of 42 games played, Illinois has won 28, lost 9 and tied 5 since Robert Zuppke has been at the helm. Out of 299 baseball games played, Illinois has won 220, lost 76 and tied 3. In dual meets with other conference schools, Coach Harry Gill's teams have won 67, lost 5 and tied 1.

It is only natural, therefore, that the students of the University of Illinois should have athletics in mind when they set out to build a memorial to those members of the tribe of Illini who served in the World War. Just now the big topic of interest is the campaign for the university's new stadium and recreational field, the largest athletic plant of its kind in America, costing more than $2,000,000 and seating 75,000, which is to be dedicated to soldiers and sailors of the University.

To Honor All State Heroes

W. L. Kelley, junior vice-commander of the state American Legion, a member of the stadium executive committee, is fostering a proposal whereby the legion will join with athletic authorities in dedicating the new structure to the 353,000 war veterans of the state,

A Glimpse of the Agriculture Building

It is planned to inscribe their names on bronze tablets on the seats and boxes. Memorial columns are to be erected to those who lost their lives.

The stadium will be larger than the Yale Bowl, which was originally built to seat 61,000 persons, larger than the stadiums at Harvard, Princeton, Washington, and even larger than the bowls which are now being built at California, Ohio State, Columbia, Kansas and Cincinnati.

At the entrance of the new Illini athletic field will be a campanile tower, 250 feet high, dedicated to those who died. Within this campanile will be the war memorial room containing the names in gold of those who did not return. On each side of this tower will be two lesser towers, one in honor of the sailors and the marines, the other in honor of the soldiers. These will contain numerous memorial features.

A Greek Theater Included

Back of the memorial columns will be the court of honor, containing a Greek theater seating 10,000 persons. It can be used for pageants, plays, commencement and community gatherings of all kinds. Surrounding the honor court will be 183 Doric columns, dedicated to each of the 183 graduates and former students who died in the service.

The stadium will contain a gridiron and quarter-mile running track with a 220-yard straightaway.

The stadium will cover approximately thirteen acres and will be the center of a recreational field of one hundred acres. The recreational field will contain one hundred lawn and clay tennis courts, twenty-five baseball diamonds, eight gridirons, soccer and hockey fields, handball courts, a polo field, and perhaps an artificial ice skating rink.

With this stadium memorial, Illinois will be the first state in the Union thus to commemorate her war heroes, for as yet no definite state memorials have been started. The University of Kansas is planning a memorial stadium, while Nebraska may erect a gymnasium in honor of her fighting forces.

Construction work on the Illinois stadium will begin immediately after the state and nation wide campaign for $1,500,000 among the alumni and former students during the football season. It should be completed in 1924.

Subscribers Get Seat Options

Donators to the stadium fund will have no difficulty securing seats to the large intersectional football games of the future. That much was decided by a plan announced by stadium authorities whereby seat options are given to every subscriber.

The unit option on seats for students is $50, entitling a student to one seat for ten years, or two seats for five years. As the donation increases the number of seats increases in the same ratio. For instance, a $200 donation is four seats for ten years, or eight for five years.

The alumni unit seat option is $100, giving graduates one seat for ten years or two seats for five years. In this case the ratio between seat options and contributions increases in like proportion with that for students.

Pledges Already Total $700,000

With practically $700,000 already pledged for the new University of Illinois Stadium from student and faculty subscriptions, stadium authorities are completing plans for the state

and nation wide campaign this fall. It is hoped to raise $1,500,000 at that time.

A general executive committee, composed of twelve well-known men, of whom Robert Zuppke, football coach, is chairman, will supervise the campaign.

Every county in Illinois and every state in the Union will be represented by a chairman who will be in charge of the solicitation work. Under these county and state leaders will be various subcommittees. Each unit will have one solicitor for every ten alumni.

The minimum donation from an alumnus will be $100, and the honor donation will be $200, both payable in five installments over a period of two and one-half years. The student minimum of $50 was doubled in the recent campus drive, and for that reason stadium leaders feel that the alumni individual average will be something more than $200. One alumnus has announced an intention of pledging $20,000, while several $10,000 donations have been promised.

Real Instances of Loyalty

The forthcoming campaign is to be among the 48,000 alumni and former students. About 11,000 of these hold degrees from the University. That the campaign is to be a complete one is proved by the fact that arrangements have been made to canvass the 1,000 graduates and former students who are natives of foreign countries. That these foreign sons and daughters of Illinois have the proper spirit was proved in the student campaign that raised $700,000 from 6,000 contributors—an average of about $112 to the student. The first donors of $1,000 subscriptions among the students were a South American, a Filipino and a Sulu princess.

How's that for loyalty?

Short Talk With Drummer Got His Trade

By ARTHUR L. ALDRICH,
Agent, Pawnee Junction, Ill.

One hot day the latter part of June a man stepped upon the platform, a traveling bag in his left hand, a handkerchief in the other. He had carried the grip a mile and a half up the track. It was one of those hot, sultry days, about 90 degrees. He was all in. Sweat pouring down his face, his shirt clinging to his back, he made his way to the ticket window and asked for information regarding passenger train service to a point on our connecting line, following with, "Its hotter than H— and d— hard on a fat man"—and he was one of such a build.

I gladly gave him all the information he desired, sympathizing with him. Seeing that he was a traveling salesman whom I had never met, I thought he might be able to give us some good business. I handed him an evening paper, just arrived, and invited him into my office, where a cool breeze from an open west window made him forget all about the hot weather. Right then we became friends.

After looking over the paper a few minutes he remarked: "Well sir, Mr. Agent, I believe that man Carpentier will whip Dempsey. What do you think about it?" Seeing that he was a Carpentier man, I also talked in Carp's favor, and that made us better friends.

Then I asked whom he traveled for and found that he represented a large grocery house in Chicago. I asked him if he made any points on our connecting line, which is a short line road, and he advised me that he made all towns on that line. I asked him how his firm had been routing its shipments to these points. He mentioned another road. I told him of our first-class service out of Chicago and asked him for his business, assuring him that we would greatly appreciate any business he could give us and would take good care of it, giving him the best service possible.

This was his answer: "If I can help you out any, I will be glad to do it. Your proposition sounds good to me. I will write the house tonight."

I thanked him and continued our friendly conversation. The next week we received 10,000 pounds of merchandise in one shipment, from which the Illinois Central received a revenue of $34.11. We have been getting a nice business from the firm ever since, and they say they are much pleased with the service received.

Remember
October, Too!

Mr. Ford's Railway Miracle Can Be Traced Largely to Natural Causes

Same Improvement Might Have Been Achieved, It Is Pointed Out, If the D. T. & I. Had Bought His Factories

The following story is reprinted by permission from The Railway Age, issue of September 10:

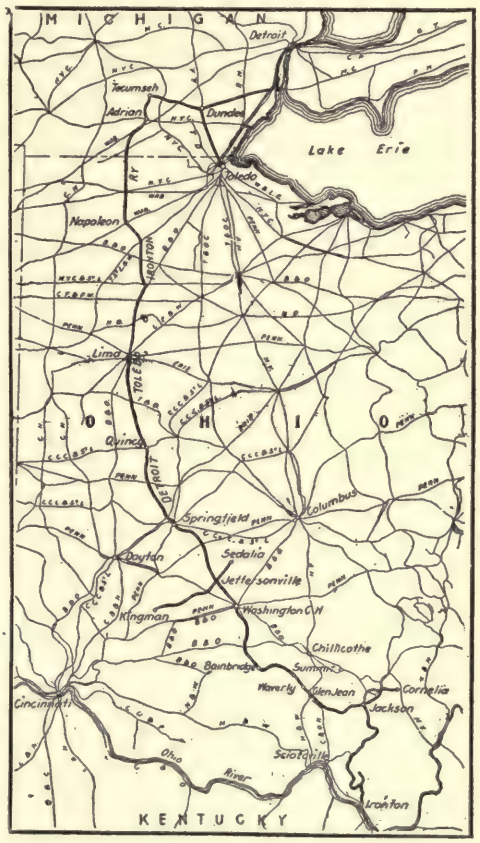
HENRY FORD'S entrance into the field of steam railway transportation, through his acquisition of the Detroit, Toledo & Ironton, has aroused a more intense public interest than any other single event in railway history, not excepting the advent of federal control at the beginning of 1918. His success as a manufacturer in a field in which, through great ability and highly standardized factory methods, he has built up a vast business, has given him an international reputation such that his opinions on any industrial subject are received with great respect by the public.

Mr. Ford has purchased a railroad which never before had demonstrated that its existence as a common carrier was economically justified. He raised the wages of his railway employes when other roads were adopting reduced wage scales. He has made a 20 per cent reduction in local freight rates and has started a movement for a general rate reduction.

In February, 1921, the D. T. & I. produced an operating deficit of $104,923. Mr. Ford became president on March 4. In April the road produced a net operating revenue of $301,675, which has increased steadily for the succeeding three months. Hence, when Mr. Ford was asked, "What is the first thing you would do if you were given all the railroads to run?", and he is said to have replied, "Slash rates, boost wages, let a lot of men go," the connection between cause and effect seems to be established, and it is not unnatural that Mr. Ford is credited with having worked a miracle in the transportation world.

Not a Matter of Cause and Effect

But a chronological statement of the facts does not justify belief in so simple a relationship between cause and effect. The most-talked-of Ford policies, such as the new wage scale based on a minimum of $6 a day, the 8-hour day and 6-day week in train service and the abolition of off-line traffic agencies, did not become effective until July 1, 1921, and the reduced freight rates became effective still later. The latest published returns for revenues and expenses are for the month of June, 1921. It is evident, therefore, that these policies have not been a direct factor in the results on which public opinion has been formed.



Mr. Ford's Railroad

These policies and the favorable operating results have been made public by the

daily press at the same time, giving the erroneous impression of cause and effect.

It is not the purpose of this article to speculate on the effect likely to be produced by these policies. Time will make available the facts from which their wisdom may be judged with assurance. With the facts already available, however, it is possible to determine the principal causes for the spectacular improvement in operating results which has so closely followed the assumption of complete control of the railroad by Mr. Ford.

How Revenues Have Been Increased

From September to December, 1920, inclusive, the Detroit, Toledo & Ironton handled an average of 49,246,000 net ton-miles of revenue freight per month. During this period the freight revenues averaged about $493,800 a month, giving an average revenue of 1 cent per revenue ton-mile. During January and February there was a marked falling off in the volume of traffic; the net ton-miles for the latter month scarcely exceeded ten million. In March, following Mr. Ford's accession to the presidency of the road, the traffic movement showed a marked improvement in the face of a pronounced depression on other roads. This increase continued through the months of April and May with a slight falling off in June, which is the latest month for which operating statistics are available. The volume for May, however, is 16.5 per cent below the average for the last four months of 1920.

In April the traffic movement amounted to 31,600,000 revenue ton-miles, and freight revenues were $674,692. The May movement amounted to 41,090,000 revenue ton-miles, and the freight revenues for the month were $721,562. In June revenue ton-miles dropped to 38,589,000 with a freight revenue for the month of $686,355.

It is evident, therefore, that instead of the 1 cent per ton-mile received during the last four months of 1920, the D. T. & I. received 2.13 cents in April, 1.76 cents in May and 1.78 cents in June. For the three months the receipts averaged 1.88 cents per ton-mile. During the same period the average revenue per ton-mile for all Class I roads increased only from 1.1 cents to 1.33 cents.

In December, 1920, the Detroit, Toledo & Ironton handled 44,396,000 net ton-miles, for which it received $470,350. Total operating revenues amounted to $508,666 and operating expenses to $686,736, or 134.4 per cent of the total operating revenues. To demonstrate the effect of the increase in revenue per ton-mile on operating results, had these 44,396,000 net ton-miles produced revenue at the same rate as the business handled in June, the freight revenue for the month of December would have amounted to $790,250 and the total revenues to $828,550. Instead of 134.4, the operating ratio would then have been 82.5, with no change in operating economy.

The Traffic Situation

This marked increase in the price received by the railroad for its commodity reflects two conditions. One is a marked increase in the volume of high grade traffic with a simultaneous decrease in the volume of low grade traffic; the other is the strengthened position of the road with respect to through rate divisions.

Revenue Tons of Freight Handled by the D. T. & I. Classified by Commodities

	Net tons loaded and received Av. per Mo., Sept. Oct. and Nov. 1920	April 1921	May 1921
Products of agriculture	24,271	8,671	7,419
Products of animals	986	2,164	2,522
Products of mines	308,635	132,374	175,932
Products of forests	12,357	9,964	9,973
Manufactures and miscellaneous (total)	100,662	157,988	232,584
Total, all commodities	446,911	311,161	428,430
Analysis of last item:			
Iron, pig and bloom	15,965	9,323	8,524
Bar and sheet iron, structural iron and pipe	8,287	20,920	50,165
Castings, machinery and boilers	3,149	15,024	18,554
Chemicals and explosives	9,701	3,698	4,724
Autos and auto trucks	668	65,691	76,098
Merchandise and l. c. l.	3,211	4,302	5,813
Other manufactures and miscellaneous	59,781	39,030	68,706

The foregoing table presents the salient facts relative to the change in the character of the traffic. The large volume of coal traffic moving during the late months of last year has been replaced by a growing volume of high grade semi-finished products and automobiles, largely but not entirely controlled by the Ford Motor Company. At its Highland Park plant alone this company controls a daily movement, in and out, of about 300 carloads of freight. Of approximately 6,000 cars a month shipped out of Detroit by all of the Ford industries, more than 5,000 are now being routed via the D. T. & I.

The Detroit, Toledo & Ironton, with its poor location and the meager volume of

through traffic originating on its line, had never been in a position to secure what it considered adequate percentages of the through rates in which it participated. The road now has a large and growing volume of high grade traffic at its disposal at a time when traffic is scarce. This complete reversal of conditions undoubtedly is already reflected to some extent in the increased ton-mile revenues, and its complete effect on rate divisions will be a strong factor in maintaining a high average ton-mile revenue when normal business conditions increase the movement of coal and other low grade products.

Attitude of the New Management

Another factor having more or less effect on the traffic of the D. T. & I. is the purchasing power of the Ford interests. Instances are said to have occurred where Ford Motor Company purchases, either actual or prospective, have been the controlling influence in routing business, other than that controlled by Mr. Ford, over the rails of the D. T. & I.

While the Ford interests acquired possession of the D. T. & I. in August, 1920, the present management did not assume complete control of the property until March 4, 1921. From that time until July 1, 1921, no marked innovations were inaugurated, although considerable study was given to the operating organization and progress made toward its rearrangement and simplification according to general principles which Mr. Ford believes apply equally as well to railroading as to the conduct of an industry. On July 1 the first real operating innovations, already referred to, went into effect, and on July 18 the road filed a freight schedule with the public utilities commission of Ohio providing for a 20 per cent reduction in rates between all points on its own line. None of these changes has been in effect long enough to supply any data relative to their effect on revenues or expenses.

In taking over the active handling of the property Mr. Ford's management has approached the problem with a full appreciation that it has little knowledge of the details of the railway business, and any intention to "show up" other railway managements is disclaimed by it. It is Mr. Ford's belief, however, that through years of development many practices and details of organization have been perpetuated in the railway business which a close analysis would show to have little to justify them except precedent. Certain records, for instance, once established possibly for a certain purpose, continue to be compiled long after that purpose has been served and after their usefulness has ceased. In the matter of organization it is his belief that there has been a tendency toward the development of bureaucratic methods with an amount of red tape which tends to stifle the initiative of the man on the ground who is directly responsible for results.

In view of this conception of the situation, a lack of what is commonly termed expert knowledge of the details of the railway business is considered by Mr. Ford an asset rather than a liability on the part of the new management, which approaches the problems involved in operating the property with a firm conviction that, as a business, railroading does not differ essentially from any other industrial venture. The human element is believed to constitute the largest single factor in the operation of a railroad, just as it does in the conduct of an industry, and Mr. Ford believes that the same principles and methods of dealing with men which have led to satisfactory industrial relations in the plants of the Ford Motor Company will produce the same results in dealing with railway employes.

The Ford Labor Policies

The purpose of the labor policies established by the Ford Motor Company is the development of a stable force of satisfied employes. The advantages of stability with a minimum turnover are generally well recognized. The stability and efficiency of the force depend upon its loyalty; and loyalty, in the opinion of Mr. Ford, is only rightly to be expected from employes who are satisfied with their wages and working conditions.

The policies adopted by the Ford Motor Company with respect to wages and working conditions are founded on the belief that it is better to pay a minimum number of employes a wage high enough to justify the individual in giving to the management his unqualified support and the utmost effort of which he is capable, rather than to spend the same or a larger amount of money to meet a payroll of larger numbers of less satisfied

men, who feel justified in giving considerably less than their best efforts. In this connection it is pointed out that the purpose of the restrictive working conditions imposed by labor unions is primarily to increase labor earnings—that they are not an end in themselves. Hence, if the men are satisfied with their wages, these waste-breeding restrictions can be abolished.

These reasons have been considered sufficient to justify the extension of the policies in force in the plants of the Ford Motor Company to the Detroit, Toledo & Ironton. Accordingly, on July 1, instead of putting into effect the reduced wage rates established by the United State Railroad Labor Board, Mr. Ford established the $6-a-day minimum wage scale which had the effect of a general advance in wages. The rates affecting some of the more important classes of employes, compared with those established by the Labor Board, are given in one of the tables. In paying these wages the management has adopted the policy of refusing to hire experienced railway men who are employed by other roads.

Adds a Bonus to Wages, Too

In addition to the increased wage scale, a bonus is to be paid periodically, varying with length of service and rate of pay from $50 to $150 a year for employes receiving $6 a day, and from $170 to $270 a year for employes with a rate of $10.80 a day. The bonus also applies to salaried employes whose salaries do not exceed $250 a month.

The 6-day week with no train movement from 6 o'clock Saturday night till 6 o'clock Monday morning, except as required by live stock or perishable shipments, has been inaugurated in order that as nearly as possible all employes may have one day of rest in seven, and have it on the same day as men in other lines of work. This has been worked out so that as low as forty men on the entire line are required to work on Sunday. These include about ten bill clerks who work a few hours in the morning on shipments received late Saturday, two yard engine crews and the men employed in the operation of joint railway crossings.

Employes are paid on the basis of eight hours' work per day, twenty-six days a month, or 208 hours a month. As far as possible, train service employes and others whose duties subject them to call are laid off at the completion of 208 hours' service, if completed before the end of the month.

Wage Rates on the D. T. & I., Compared With Labor Board Scale

Class of employe	Average daily rates: D. T. & I.	Decision 147, U. S. Labor Board
Clerks	$150—$225*	$4.21—$4.77
Section foremen	6.40— 6.80	4.34
Section men	6.00	3.02
Other unskilled laborers	6.00	3.05
Carpenters	7.20	5.03
Crossing flagmen and gatemen	6.00	2.65
Signal maintainers	6.80	5.74
Foremen, mechanical department	220— 270*	6.37— 9.13
Machinists	7.60	6.18
Boilermakers	7.60	6.25
Blacksmiths	7.20	6.28
Carmen	7.20	5.84
Helpers	6.00— 6.40	4.36
Passenger engineers	375*	6.00
Passenger firemen	275*	4.50
Freight engineers	375*	7.05— 7.44
Freight firemen	275*	5.25— 5.38
Yard engineers	375*	6.51
Yard firemen	275*	5.03
Passenger conductors	375*	6.40
Passenger brakemen	225*	4.40
Freight conductors	375*	5.80— 6.32
Freight brakemen	225*	4.48— 4.88
Yard conductors	375*	6.32
Yard brakemen	225*	5.84
Telegraph operators	6.40	4.82

*Monthly basis for eight-hour day and six-day week.

In reorganizing the forces the central idea has been simplification and the elimination of duplication of effort, closer co-ordination of the different departments and the elimination of as many of the intermediate agencies in the control of the forces as possible. At the time Mr. Ford acquired control of the property in August, 1920, there were 2,723 employes on the road. In March, 1921, the number had been reduced to 1,326. In the rearrangement of runs necessary to provide for the 8-hour day and the 6-day week in train service, it was necessary to increase the number of employes. There was also a seasonal increase in the maintenance of way department. There were 1,822 employes in the roll for July.

Reduction in Maintenance Forces

A classified list of the employes on the road during these three months is shown in another table. It will be noted that the largest decreases were in the maintenance departments. The August, 1920, roll is said to have been about 500 above a normal average, nearly 300 of this number being accounted for in the maintenance of way department, which averaged about 1,000 employes during federal control. The reduction

in the number of employes in this department has been effected largely by reducing section gangs to a foreman and two men each, the foreman being required to work with the men. These gangs, however, are not expected to take care of all of the routine maintenance work on their territories the year around, while heavier work is performed with floating gangs of fifteen or twenty men which are moved from section to section as conditions require. Considerable work is also accomplished by utilizing the idle time of such men as crossing watchmen and pumpers on minor track maintenance, such as cutting weeds, repairing road crossings, looking after joint bolts, spikes, etc.

Number of Employes on the D. T. & I. in August, 1920, and March and July, 1921

	August, 1920	March, 1921	July, 1921
General and accounting	128	105	111
Maintenance of way	1,291	377	646
Mechanical	628	345	466
Station forces	276	210	220
Trainmen	229	167	225
Enginemen	171	122	154
Total	2,723	1,326	1,822

Through the late summer to the end of last year about 3,000 tons of 85-pound rail were laid on the north end of the line. A considerable amount of 56-pound and 60-pound rail farther south was replaced with relaying rail, about 200,000 ties were renewed and some ballast inserted. This work was done with three extra gangs of forty-five to sixty men each. Since the middle of May this year, four gangs of fifteen men each have been renewing ties at the rate of 20,000 a month and putting from twelve to fifteen 50-ton cars of stone ballast a day under the track.

During this same period last year, the Jackson, Ohio, shops averaged a monthly output of four locomotives with heavy repairs. During the past few months with about 60 per cent of last year's force, the output has averaged at the rate of slightly more than four locomotives a month. In comparing the total number of employes in the department during the two periods, however, account must be taken of the fact that an abnormal volume of car repair work was in progress during the earlier period.

Reorganization of Accounting Department

The accounting department, organized on the divisional system, formerly maintained three offices, one at Jackson, Ohio, the location of the principal repair shops, one at Springfield, Ohio, and one at Detroit, Mich. The work of these three offices has been consolidated successively by moving the Jackson office to Springfield and finally moving the Springfield office to Detroit, where all of the work of the department is now conducted. Centralizing the work of this department has brought to light a number of duplications, the elimination of which has made possible a reduction in the clerical forces from sixty-six to fifty and the dropping of one supervisor.

All original documents, such as time slips and material slips, are sent direct to the auditor's office for distribution. Instead of making out the usual payrolls, pay checks are made out from the distribution sheets in case of time slips, and, where time clock cards are used, from them direct. This has made it possible to pay on the fifth of the month following the close of the payroll period, instead of the fifteenth, as was the former practice. Also, instead of maintaining a rate clerk in the auditor's office to check rates on interline waybills, this work is now done by the rate clerk in the traffic department, to whom all questions of the correctness of rates or divisions must be referred for settlement in any case. This has saved two rate clerks and a mail boy. In all, seventy-three monthly reports between the divisional and general offices or

During the four months, September to December, 1920, inclusive, after the present railway freight rates were fixed, the D. T. & I. handled an average of 49,246,000 ton-miles of revenue freight per month and had freight earnings averaging $493,800 a month. In the months of April, May and June, 1921, the road handled an average freight business of 37,093,000 ton-miles a month and earned from it an average of $694,203 a month. In other words, its average freight business in these three months was *almost* 25 *per cent less* than in the last four months of 1920, while its average monthly freight earnings were *over* 40 *per cent greater.*

(*Continued on Page* 116)

Bre'r Rabbit Means Meat, Fur and Prizes to Illinois Central Employe

J. T. Rust, Extra Conductor, Birmingham, Ala., Has Backyard Industry That Beats Chicken-Raising in His Estimation

WHAT Illinois Central employes do in their spare time are many and various things. One keeps bees; another starts an orchard; a third edits a paper; the next raises fine chickens; then one runs a garage, and now we have another who is going into the rabbit business and winning a national reputation at it.

The rabbit-raiser is J. T. Rust of Birmingham, Ala., extra conductor, assigned flagging the Seminole Limited to and from Central of Georgia territory. Mr. Rust is engaged during his spare time time in breeding and raising pedigreed and registered rabbits. He has between 150 and 200 head of his stock at present, and he plans to raise about 1,800 next year.

Mr. Rust has the honor of being state governor of the National Breeders' and Fanciers' Association of America, Inc., and in that capacity has charge of all the local associations in Alabama. His growing reputation has made him a favorite as judge, and he already has a list of shows calling for his services this winter. He is so enthusiastic in this work that he is engaged in organizing boys' and girls' Belgian hare clubs in Alabama. He devotes much time to campaigning in an effort to educate the public as to the food value of rabbit meat.

Favors the Flemish Giant

Mr. Rust is raising the rabbits for both profit and pleasure. He raises several different breeds, but the Flemish Giant is his main breed, as these rabbits are more profitable than the others, for they are the largest of all breeds. He has some specimens that weigh as much as seventeen and eighteen pounds. It costs considerable money to get a start with these. He has some that he has refused $100 for, but they are his registered stock and have made several winnings in big shows. The three on the picture with Mrs. Rust were first prize winners at Cleveland, Ohio, at a show with 1,800 rabbits. The three rabbits cost $200, but rabbits are not so expensive now, for

Food, Fur and First Prizes

people are raising them more for meat purposes than for fancy showing.

The New Zealand hare, Mr. Rust believes, is next to the Flemish, for it is a great commercial rabbit, as it is fine for both food and fur. The meat is well worth eating, and the pelt is valuable, for when it is tanned and dyed you can't tell it is rabbit. Much rabbit fur is used now to imitate Hudson seal, gray squirrel, moleskin and other popular furs used on valuable coats and other garments.

The Rufus Red Belgian, another valuable rabbit, is raised mostly for fancy showing, but is also valuable for its fur. The rabbit business is growing wonderfully in the South now, as the people are beginning to realize the commercial value of the rabbit—food, fur and fancy—but mostly for food and fur.

Only a Small Space Required

The rabbit is easy to raise and takes up little space. You can keep rabbits in small hutches in the back yard or in the out-houses, such as the garage. Out-door hutches are mostly built in tiers. Mr. Rust makes most of his three tiers high to save room, and he usually has six or eight hutches together, with a good roof of roofing paper and closed up tight on three sides, with a wire netting on the front. You can only keep one matured rabbit in a hutch, he says, for they will fight each other. After they are 5 months old, you have to separate them, putting them in separate hutches.

Mr. Rust has now about 150 or 200 head, and he has a regular rabbitry, as he says he

can't begin to raise them fast enough to supply the demand. He has to buy them from other breeders to supply his trade.

"I will sell all I can raise at 50 cents a pound for meat," he says, "and the breeding stock that I raise I get a good price for, all the way from $5 to $25 apiece, depending on the specimen, but I think there is more money to be made from the meat than from the fancy stock, as you don't have to be so particular with the meat stock. I have about twenty-five head of registered fancy stock that I will keep; the others are for my commercial trade in meat and fur.

"My rabbitry is 150 feet long and 20 feet wide, all under a roof, so that I can work with the rabbits in bad weather. It is so hot here in summer that I have to make a shade for them, as the heat is not good for them in the summer.

In the Business Six Years

"I began fooling with rabbits about six years ago just as a hobby—something to do at home to keep out of town and off the streets when I am in off the road—and I kept on with them until now I am in the business right. I saw some time ago where I could make something with them and have my pleasure also, for I get the pleasure in showing them and winning the prizes, and I usually win when I show.

"Last year I showed at the New York State Fair at Syracuse, N. Y., winning three first prizes and two second prizes. There were 2,100 rabbits at this show. I also sent six to the Louisiana State Fair at Shreveport, La., and got five firsts and one second. I sent eight

Mrs. Rust and Three Prize-Winners That Cost $200

The Rust Family and the Rabbit Hutches

to Jacksonville, Fla., to the Florida State Fair, for which I got eight firsts and two silver cups, one for the best rabbit in the show and one for the heaviest rabbit. I always win several prizes in the shows in Birmingham, for I always put in a lot of rabbits.

"I won't be able to show many this year, for I have been appointed judge for most of the shows in this section—at Shreveport, La., Mobile, Ala., Atlanta, Ga., Knoxville, Tenn., and Birmingham—for which I get a good salary, and I always have a good time with the boys at the show.

Garden Provides Rabbit Feed

"My son, who is 13 years old, takes care of my stock while I am out on the road, but with the run I have now I am at home a part of every day and can take care of them myself very nicely. It doesn't cost very much to feed rabbits, especially in the summer, for I raise most of their feed in my garden, such as carrots and green feed. They eat very nearly everything that grows in the garden, but their main feed is grain and alfalfa or clover hay. My grain feed is mostly oats and some barley and cracked corn."

Anyone wishing to cut living expenses can do it very nicely, according to Mr. Rust, by getting three or four good breeding does and a buck, so they can have young rabbits to eat the year around. Rabbits are just as good to eat in the summer as in the winter, Mr. Rust says, and you can raise four litters a year from a doe. They will average from six to eight in a litter, and they are good to eat at 3 months of age. Mr. Rust usually sells them for meat when they are 3 to 5 months old.

You can cook them any way you like—bake, fry, stew, roast, make rabbit hash or croquettes—any way you want to cook them is good, Mr. Rust declares. They are nothing like the trouble that a chicken is to raise, and you can raise so many more so much easier than you can chickens. The shop man or the office man cannot always get home in time to feed the chickens in the afternoon, but you can feed the rabbit at 10 o'clock or 6 o'clock or any time, and it will be OK—he will be looking for it. You can feed and water rabbits once a day, and they will do all right; if you fail to feed the chickens once or twice, you don't get any eggs.

You don't have to fight on the rabbit the mite and louse and several other things that you are bothered with when you raise chickens. Chickens are mighty nice if you have time to bother with them, Mr. Rust believes, but a man working days doesn't usually have time to fool with them before dark

Twenty-Three Years With Company

Mr. Rust has been with the Illinois Central since 1898. He began as call boy at Water Valley, Miss., and went from call boy to yard clerk at the same place in 1899. From Water Valley he went to Canton, Miss., where he worked something more than a year. Then he was used at various points on the Mississippi division as ticket agent and office clerk until 1903, when he went on the road on the Mississippi division as a flagman. In September, 1907, he was transferred to the Birmingham line, which was known then as the Alabama Western Railroad, and has been there ever since. In 1908 he was promoted to conductor.

Rain Water Proves Best, as a Rule, for General Locomotive Use

Streams Are Regarded as Next Most Satisfactory Source, and Wells and Springs Rank Third, According to Tests

By C. R. KNOWLES,
Superintendent, Water Service

THE relative degrees of purity of water suitable for boiler purposes may be roughly classified as follows:

(a) Rain water.
(b) Water from creeks, rivers and lakes.
(c) Water from wells and springs.

This classification is given in a general sense only and will not hold true in all instances, as there are several points on the Illinois Central System where well waters are lower in dissolved content than some of the streams. This is particularly true when a comparison is made of the waters from some of our wells on the Southern Lines with the waters from the streams of Iowa. It will generally hold good, however, when waters from streams and wells in the same territory are compared.

The Illinois Central serves a considerable portion of the country, and it is necessary to use a variety of waters, the greater part of which must be made use of in locomotives. It follows that the selection of a satisfactory water supply or the treatment of an unsatisfactory supply is of the utmost importance in locomotive operation.

If water were simply what its chemical formula represents, a compound of hydrogen and oxygen, the troubles which arise when it is used in locomotives would not exist. An ideal water for locomotives would be one that would not form scale, corrode or pit flues and sheets and that would not cause foaming. Unfortunately a water entirely free from these objectionable features does not exist in nature.

Some Causes of Boiler Trouble

All natural waters contain more or less of substance in solution in varying amounts. In addition to the dissolved matter, most surface waters, especially streams, carry a great deal of suspended matter in the form of sand, fine clay, vegetable matter, etc. During rainy reasons, all these substances foreign to the composition of water itself have their part in causing boiler trouble and are present to a greater or lesser extent in all waters used on the Illinois Central.

Well waters as a rule are pure, clear and colorless, although many are very hard and others contain much iron in solution. Such waters are not particularly objectionable for drinking and domestic purposes, but hard waters are unsatisfactory for use in boilers as well as for other industrial uses.

Water from a reservoir supply is usually the best for boiler purposes because of the physical improvement resulting from storage. Storage causes the subsidence of the fine suspended particles and the reduction of color due to substances held in solution. The second result is produced largely through the bleaching effect of the sun.

River waters are usually of a fairly good quality, except for suspended matter. As previously explained, they show less hardness than ground waters in the same territory, although the condition of the river waters in general use is not improving by any means, as the amount of matter causing pollution of water which practically all rivers and streams of the country carry is increasing year by year.

Good Water on Southern Lines

The waters on the Southern Lines are, with a few exceptions, among the best boiler waters of the country. The exceptions are where the surface waters carry large quantities of mud and other matter in suspension and where the well waters are low in dissolved content and the elements in the water are not properly balanced. These well waters are commonly classed as "too pure." For example, a condition of this kind exists on the Tennessee division from Jackson, Tenn., to Birmingham, Ala. In order to overcome corrosion and pitting from the use of the water, it is necessary to add certain impurities to the

water in the form of soda ash, caustic soda, etc.

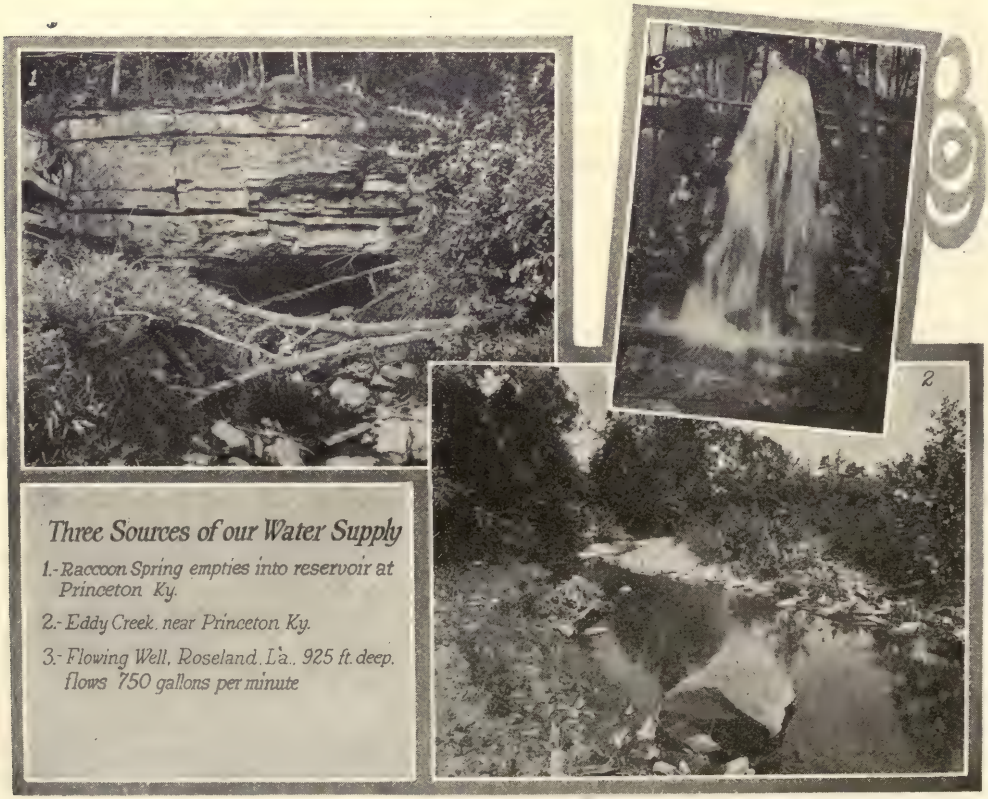
Some few cases also exist where surface water supplies are contaminated by sewage and industrial wastes, although this is a rare occurrence.

The purification of most of the Southern waters is largely a matter of filtration and removal of mud. At Baton Rouge, La., the Mississippi normally carries from 100 to 350 parts per 1,000,000 of suspended matter, but during certain seasons of the year the water from Red River predominates to such an extent that the suspended matter will be as high as 3,300 parts per 1,000,000 at Baton Rouge and 2,500 at Harahan.

Not So Good on Western Lines

Compared with waters on the Northern and the Southern Lines, all waters on the Western Lines are poor, being highly mineralized, or, as it is commonly expressed, "hard." This is particularly true of the waters of Iowa. The state is deeply covered by drift and soil, composed mostly of finely divided material which is highly calcareous and contains large amounts of calcium sulphate and other more soluble compounds. The rainfall comes in contact with this material, and that which becomes ground water must pass through it, giving the water opportunity to take up mineral matter. Only small superficial sand areas in the state take up the rainfall and transmit it as soft water to wells or rivers. The deep rich soil contributes indirectly to the mineralization of water. Nearly the whole area is covered with vegetation of some sort, and the soil contains large amounts of decaying vegetable matter.

An unusual amount of carbon dioxide is thus supplied to the water at the surface, which enables it to dissolve large amounts of calcium and magnesium carbonates. Iowa rivers contain very much larger amounts of mineral matter in solution than the rivers of the continent as a whole. The average total solids of the Des Moines, Cedar and Iowa rivers, as determined by analysis made by the United States Geological Survey, is 262 parts per 1,000,000, while the average of the



Three Sources of our Water Supply

1.- Raccoon Spring empties into reservoir at Princeton Ky.

2.- Eddy Creek, near Princeton Ky.

3.- Flowing Well, Roseland, La., 925 ft. deep, flows 750 gallons per minute

A Pumping Station Where Oil is Used for Fuel—Millington, Tenn.

river waters of the continent is given as 150 parts per 1,000,000. The same general agreement is found between the mineral matter of the rivers and that of the best deep wells. The total solids for the rivers include only the dissolved mineral matter. If the suspended matter is added, the total average matter carried by the river waters is 553 parts per 1,000,000. The comments applying to the waters of Iowa will also apply to the whole of the Western Lines, with certain modifications on the eastern and southern portions of the territory. There is no water on the Western Lines that would not be benefited by treatment to remove the hardness.

Quantity Problem on Northern Lines

The question of quantity has been more serious than that of quality on the Northern Lines, especially on the Illinois, St. Louis and Wisconsin divisions. On the Illinois division, outside of the Chicago terminal, 50 per cent of the water stations are supplied by wells, 25 per cent by streams and 25 per cent by reservoirs. There is a wide variation in the quality of the water from wells, although all are rather high in carbonates. The waters from streams vary according to the seasons, but may be classed as fair boiler waters. The waters from reservoirs are, of course, all good waters.

On the St. Louis division, 60 per cent of the water used is from streams, 25 per cent from reservoirs and 15 per cent from wells. The well waters on this division are of poor quality, with the single exception of the wells at Mounds. The surface waters are of good quality except where they are contaminated by industrial wastes, especially free acid from the mine wastes which are discharged into the streams. This is particularly true of Big Muddy River, supplying the Carbondale, Texas Junction and Sand Ridge water stations. The water from Big Muddy at Carbondale is probably the most variable water on the system, ranging from a good water at flood stages to a very bad water at low stages of the river. This water is high in sulphates and very corrosive when the river is low. All water used at Carbondale is treated with lime and soda ash.

The Indiana and Springfield divisions are in fairly good shape as to water supply, except at Clinton, where the supply is inadequate during the dry season and of poor quality.

Most of the waters on the Northern Lines are satisfactory for boiler use without treatment, although there are individual cases where water softening plants are necessary, as at Big Muddy.

Variation in Well Waters

As illustrating the wide variation in waters, as well as certain interesting types found on the system, the following examples of well waters are selected:

Some waters have but from two to three

grains of incrusting solids and total solids not exceeding six or eight grains a gallon. These waters are from Mississippi, Louisiana, Kentucky and Tennessee. At first thought it might be the impression that these are surface waters or waters from very shallow wells where the soil formation would be such as to yield but little to the solvent action of the water. This, however, is only partly true.

For example our well at Covington, Tenn., with a depth of 538 feet, shows only 4.05 grains of incrusting solids a gallon, with a total content of only 5.36 grains per gallon.

A 500-foot well at Mounds, Ill., shows only 5.9 grains of scaling matter and 8.6 grains of total solids. Some wells through the Mississippi Delta show less than 5 grains of scaling matter and less than 8 grains of total solids, while perhaps the most remarkable of all is the Geyser Well at Hammond, La., 2,100 feet in depth, showing incrusting solids to the extent of only 5.5 grains, with free sodium carbonate (soda ash) amounting to 5.9 grains, the total solids being less than 12 grains a gallon.

The Roseland well, with a depth of 925 feet, has almost the same composition—that is, scaling matter 3.9 grains, free alkali 4.5 grains, with total solids amounting to less than 10 grains.

Former Employe Gives McComb $400,000

Announcement has recently been made of the gift of $400,000 to the city of McComb, Miss., by William McColgan, millionaire and former employe of the Illinois Central shops at that city. This gift, which is to build and endow a trade or vocational high school for the city, is made in the name of McColgan Brothers and Sister. This includes Mr. McColgan's living sister, Mrs. Neville, and his brother Hugh, likewise a former employe of the Illinois Central shops, who died a few years ago.

Many years ago the McColgan brothers began life as mechanics for the Illinois Central in the McComb shops. It is largely in remembrance of this experience that Mr. McColgan will build and endow this modern fireproof school building. "Our town is an industrial one," said his spokesman, in announcing the gift. "The large majority of our citizens, therefore, must and should be mechanics. In addition to his literary education, a boy can specialize and receive technical training as a machinist, a carpenter, a brick mason, an electrician, a signal man, or a plumber, or one of the other similar important trades."

The announcement was made at a luncheon of the Exchange Club of McComb on September 21. It came as a surprise to most of the members and was hailed with wild enthusiasm, according to the report of the meeting in the McComb City *Journal*.

Xavier A. Kramer, a business associate of Mr. McColgan, who announced the gift, prefaced his announcement by pointing out that Mr. McColgan, in his early years, was without influence and without money.

"He had only the average education of his day, but had a good head and a kind heart," Mr. Kramer went on to say. "The story of his success by reason of hard, honest and consistent effort is well known to all here present. Mr. McColgan, as you well know, is a keen observer, but his extreme interest in the education of the youth of the land has been known to only a few of his closest associates. His own experience has taught him that one of the most valuable assets that a young person can have is a good education, and he knows that without it, while success in life is not impossible, it is made much more difficult. Without children of his own, having remained a bachelor, yet he feels a great interest in the children of his community—the children of the present, as well as those yet to come."

The McColgan brothers, after leaving the employ of the Illinois Central, went into the hotel business, and afterward into a number of industries, including the manufacture of ice.

A NEW ATTORNEY

George W. May and J. O. S. Sanders, comprising the law firm of May & Sanders, district attorneys for the Illinois Central at Jackson, Miss., announce the admission of A. J. McLaurin as a member of their firm under the new style of May, Sanders & McLaurin. Their offices are at 604-608 Merchants Bank Building.

Former Champion Pedestrian Now Sweeps Station for Illinois Central

Highways and Byways of the United States Well Known to Fred Miller, Whose Exploits Once Were Famous

Sic transit gloria mundi.

Said a recent item in the Hammond (La.) *Vindicator,* under the heading, "Illinois Central Yards Complimented": "A Chicago traveling man the other day remarked that the railway yards and depot properties were the best kept of any he had observed since leaving the Windy City on his swing through the South. We have always said that Hammond maintained its railway facilities in the very best style, no trash, rubbish and debris being allowed to assemble. Fred Miller of the white wing department certainly is on the job all the time. . . . ."

A neat compliment, but little did the Chicago traveling man realize that the station sweeper whose work he saw was once one of the champion long distance walkers of the United States, with a record of 13,316 miles in two years and eighteen days and a medal to prove it, winner (for other persons) of numerous large wagers, a contemporary and friend of John L. Sullivan and Bob Fitzsimmons, whose arrival in a city in the days of his prime was the signal for great crowds to gather in welcome.

Still Full of Ambition

But even so it is. Mr. Miller, who is now 62 years old, was born in Sandusky, Erie County, Ohio, September 6, 1859. Age, however, has not dimmed his ambition, for he signs himself "An old-time sport, Fred Miller, champion pedestrian" and offers to take on anybody any time in defense of this title, which the *Police Gazette* gave him in 1895. "It is something I earned by the sweat of my brow," he says, "and something I am proud of so many years."

Lest any young upstart should take him up too rashly, however, it might be well to mention that he still walks about twelve miles a day around the Illinois Central yards at Hammond and on his way to and from home each day, and to recall that his walks included such little strolls as those from San Francisco to New York, New York to New Orleans and return, Denver, Colo., and return to the *Police Gazette* office in New York, New York to Jacksonville, Fla., and return, New York to El Paso, Tex., and return, and so on.

Fred Miller

It was Mr. Miller's custom to make his trips without a cent in his pockets. The leading sporting papers of that time would give him publicity, he says, and every town he arrived in would give him plenty to eat, and the people would be at the station by thousands to meet him. He recalls crossing the plains and the Great Desert, stopping at the railway section houses at night, and all the time keeping in touch with the *Police Gazette* and Richard K. Fox, his backer, whom he calls "one of the greatest sporting men the world ever

knew." One wager he won for Mr. Fox totaled a small fortune.

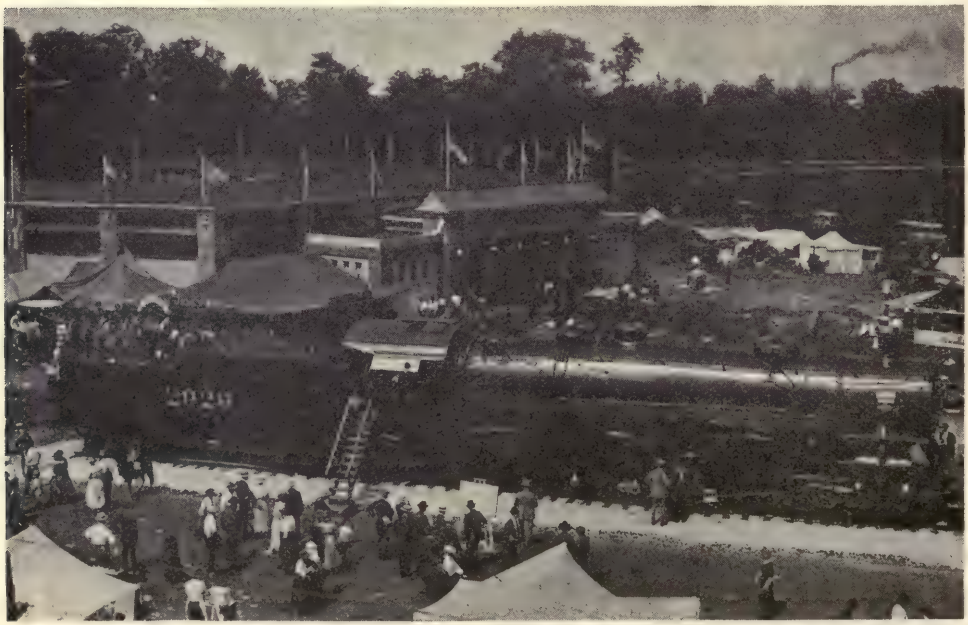
The Ups and Downs of Life

One trip he recalls was from New York City to New Orleans and return in 1894, the year of the Pullman strike, when he saw "some sights" at Cairo, Ill. The ferry was not running at the time, and he had to get a skiff and a man to row him across the river. "But I must say that everybody was kind to me," he adds.

"Life is what a man makes it," he concludes. "At one time I was a boy behind the plow; then I was a sporting man, and now I am a working man again. I knew all the old-time sports, such as old John L. Sullivan and Lanky Bob Fitzsimmons, followed the same pace that so many did, and went broke. After I got through with my long walks I spent some time with the Cole & Middleton dime museum, and also in New York as a freak before the public."

Mr. Miller has been a resident of Hammond since 1898. Before entering the service of the Illinois Central as station sweeper in October, 1913, he was employed to carry the United States mail between the trains and the postoffice. Occasionally he drops into New Orleans to talk over old times with the sporting men that are left.

From One Triumph to Another



Our Exhibit at the Indiana State Fair, Indianapolis, September 5-10

The Illinois Central's exhibit of old and new engines, whose success at the Illinois State Fair at Springfield, August 20-27, under the management of Superintendent C. W. Shaw, was described in the September issue of this magazine, has gone on and scored additional successes at other fairs. Some of the comments will be found in this issue in the Public Opinion department. The exhibit of the old engine "Mississippi" with Central type 2-10-2 engines has continued as follows: with No. 2929, Superintendent H. J. Roth, Indiana State Fair, Indianapolis, September 5-10; with No. 2956, Superintendent T. E. Hill, Kentucky State Fair, Louisville, September 11-17; with No. 2977, Superintendent T. H. Sullivan, Interstate Fair, Sioux City, Iowa, September 20-24; with No. 2929, Superintendent H. J. Roth, National Implement and Vehicle Show, Peoria, Ill., September 30-October 8.

Liking for Mechanics Leads One Employe Into Ownership of Garage

Sideline Occupation Is Development of Boyhood Ambition of Clifton B. Funk, Flagman at Lincoln's Birthplace

YOUTHFUL ambitions and ideals do not always manifest themselves in a man's later life. Almost every boy has ideals, but in the progress of his life there is usually something that comes up to take the place of them. Often they are discarded as impractical, and then forgotten.

But once in a while there is a boy who clings to his ideals like a leech. For instance, take the boy who wants to become a mechanic. You will find him at work during his hours out of school. He will have a hut in which will be found small machines, steam, electrical and otherwise. There will be instruments of all kinds. He knows the workings of every one of them, and is always experimenting to see if he can find some other use to make of them.

Just such a boy was Clifton B. Funk, who is now flagging on the Hodgenville, Ky., branch of the Illinois Central. He had real tools in his playhouse. When he made things, he made them thoroughly. His experiments were carried out in a systematic and practical way. The results were always instruments that could be used.

Hobby Installing Electric Bells

His greatest hobby was the installation of electric doorbells in the houses of his neighborhood. Electric doorbells were new in those days. People could not understand how the power that rang the bell could travel through the slender wire. Clifton held the secret, and felt his importance.

He loved to work with all kinds of mechanical devices. At one time he assisted a man who was working on a patent steam engine. They experimented with a new idea of conducting the used steam from the cylinders back into the boiler. However, they were never successful.

Louisville, Ky., was the scene of Clifton's boyhood dreams and realities. He was reared and educated there. He attended a manual training school in that city three years.

In July, 1905, he entered the railway field as night clerk for the C. C. C. & St. L. Railroad. He was with that company only two months when he was offered and accepted a similar position on day duty with the Illinois Central. Soon afterward, he was promoted to night agent.

Made a Flagman in 1906

June 21, 1906, Mr. Funk accepted a position as flagman in the Louisville district and continued as such until July, 1910, when he was promoted to conductor. In this postion he worked extra. He was sent to Central City, Ky., where he was conductor on the coal run for a year. He says that this work was unsatisfactory in that it was not regular.

He then applied for and obtained a posi-

Mr. Funk Doing Chores for the Illinois Central

tion as flagman on the line between Cecilia and Hodgenville, both in Kentucky and eighteen miles apart. It was in 1916 that he started his service on this branch. He has retained that position since. It is desirable, he says, because he is able to have his home in Hodgenville, be there for every meal and stay there at night.

Although termed a flagman, he finds his duties on this branch are frequently far more than just that. He is baggage master, express messenger, bulk U. S. mail clerk, company mail clerk, switchman, brakeman, flagman, tower leverman and extra conductor. A trip with him in the baggage car over the line shows that he is a busy man.

Busy Time on the Branch Line

He receives the baggage and express in the car at Cecilia, stores the mail bags in one section of the car and assorts the company mail in the boxes. He does the switching when there are freight cars to be taken to Hodgenville, and he is at the end of the train as flagman when it is ready to start on its 18-mile journey. Just a short way out of Cecilia, the branch line crosses the tracks of another railroad. The train stops, and Mr. Funk runs ahead to the tower and throws the levers. When a station stop is made, he discharges and receives baggage, express and mail. If there is switching to be done, he is there to do it.

W. D. Morgan, the conductor on the branch, was off duty at one time, and Mr. Funk collected tickets in his place.

The love for mechanics has not lost itself while Mr. Funk has been in the railway business. It has always been in his heart, and is again showing itself.

Part Owner of a Garage

September 6, 1920, he and his brother, C. W. Funk, purchased the Cofer-Kennady Garage in Hodgenville. Mr. Funk says his desire to work with engines during the hours he is not on railway duty prompted him to go in the garage business.

His wife is the general manager of the garage while he is on his run. She keeps the correspondence and the books. His brother is the chief mechanic, having been a first-class landsman mechanic in the aviation service of the Navy. Besides these two, four men are employed.

When Mr. Funk completes his work at the

Mr. Funk and His Garage

train after each run, he goes to the garage to see how the business is. He surveys the stock, looks over the books, dictates orders for materials that are needed and looks over the work that is being done by the mechanics. After he makes the last run in the afternoon, he often puts on a mechanic's suit and crawls under a balky automobile. He takes out a car that has been mended, turns on a highway, opens the throttle wide and listens to the motor purr. He says that is music to his ear.

Lincoln's Birthplace There

Mr. Funk has hope that his garage business will steadily increase. The Dixie and the Jackson highways intersect at Hogdenville. Many tourists visit the city. There seem to be more and more all the time, he says. This last summer, there have been more tourists through Hodgenville than ever before in the history of the town. Many of them make the trip there especially to see the memorial at the birthplace of Abraham Lincoln.

Mr. Funk and his brother did not change the name of the garage when they purchased it. The former company had done a great deal of advertising and had become well known in that part of the state.

Once each year, Mr. Funk plans to have a large banquet in the garage. This year it was held on July 15, and plates were served for 240 persons.

Some Good Work, Both North and South

Section house and grounds at Colvin Park, Ill., Wisconsin division. "Not very much improvement this year, but hope to make more next year," writes J. Rodgers, section foreman, to E. J. Boland, roadmaster.

Improved section house grounds at Slaughter, La. Home of Section Foreman I. D. Wildblood, who entered service with this company as section laborer September 19, 1910, became assistant foreman October 1, 1910, and was promoted to foreman March 1, 1912. Mr. Wildblood has additional improvements to his home planned for next year.

Our Cotton Pickers Visit Our Snow Diggers in Interest of "No Exceptions"

Supervising Agents and Agents of Southern Lines Make Inspection of Methods in North and West of System

By J. S. REEDY,
Inspector, Stations and Transfers

WE have been getting acquainted with ourselves. The management, desiring to show its appreciation for the excellent record made by the Illinois Central Southern Lines in the efficient handling of freight during the June "No Exception" campaign, arranged for the supervising agent and two agents from each Southern Lines division to make a trip over the Illinois Central Northern and Western lines.

The object of the trip was educational and also to enable the Illinois Central Southern Lines agents to become acquainted with the agents at the principal stations, familiarize themselves with the physical aspect of the property and observe the platform operation and office methods in practice on the Northern and Western lines.

Ten Visitors on the Trip

The supervising agent on each division selected two agents under his jurisdiction to make the trip, and the following reported to C. G. Richmond, superintendent of stations and transfers, in Chicago, on August 24:

W. S. Thomas, supervising agent, Louisville, Ky., Kentucky division; W. E. McCloy, supervising agent, McComb, Miss., Louisiana division; B. A. Talbert, supervising agent, Water Valley, Miss., Mississippi division; T. D. Clark, supervising agent, Fulton, Ky., Tennessee division; W. G. Crawford, agent, Greenville, Ky., Kentucky division; F. B. Wilkinson, agent, Jackson, Tenn., Tennessee division; A. N. Waggoner, agent, Dyersburg, Tenn., Tennessee division; J. P. Phillips, agent, Water Valley, Miss., Mississippi division; M. L. Hays, agent, Winona, Miss., Mississippi division; J. P. Murphy, agent, Yazoo City, Miss., Louisiana division.

Agent Morgan at Jackson, Miss, and Agent Richmond at Central City, Ky., were unable to make the trip on account of illness.

Superintendent Richmond held a conference with the supervising agents and agents,

Among Those Present: Left to right—J. P. Phillips, agent, Water Valley, Miss.; B. A. Talbert, supervising agent, Water Valley, Miss.; W. S. Thomas, supervising agent, Louisville, Ky.; T. D. Clark, supervising agent, Fulton, Ky.; M. L. Hays, agent, Winona, Miss.; J. S. Reedy, inspector, stations and transfers, Chicago; W. G. Crawford, agent, Greenville, Ky.; A. N. Waggoner, agent, Dyersburg, Tenn.; J. P. Murphy, agent, Yazoo City, Miss.; W. E. McCloy, supervising agent, McComb, Miss.

expressing the appreciation of the management for the excellent results attained during the "No Exception" campaign, explaining the object of the trip, and arranging the itinerary and necessary transportation. The writer was instructed to chaperon the party over the Northern and Western lines.

Looked at Chicago Stock Yards

August 25 the party visited the Chicago Union Stock Yards, where General Agent Kemp arranged a visit to the Swift & Company packing plant. Traffic Manager Crowe of Swift & Company conducted the party through the plant, explaining the operation of each department and also the loading docks, where meat peddler cars were being loaded, asking for any suggestions which might benefit the service.

That evening the party departed on the Illinois Central's famous Hawkeye Limited, the finest train west out of Chicago, arriving at Sioux City August 26, where they were met by Supervising Agent Hurley and Agent Austin, who conducted them through the Illinois Central freight station and explained the details of operation and expense.

A visit was then arranged to the Chicago & Northwestern freight station, where Agent Struve of that line took pains to explain details of platform and office operation. The Illinois Central agents were very much interested in observing how other lines handle freight and incident expense.

Studied Creamery Operation

After luncheon at the Elks' Club, a visit was made to the plant of the Fairmont Creamery, including the loading of their cars, after which the party motored through the parks and residential section of the city, departing for Omaha on Train 612.

Upon their arrival at Omaha August 27, Agent Beatty conducted the party through the Illinois Central freight station, and arranged a visit to the Burlington freight station, which is an elaborate plant, in the operation of which motor trucks are used to handle freight. The party remained over Sunday in Omaha and were impressed with the progressiveness of this western metropolis.

Supervising Agent Hurley and Agent Francois met the party at Fort Dodge, Iowa, August 29, and entertained them with an auto trip through the city, after which they departed for Waterloo, where Trainmaster Brown and Agent Higgins had automobiles in readiness for a tour of the city, which included a stop at the Illinois Central shops. Master Mechanic Bell conducted them through the various shops, explaining the operation of the snow plows, which were an innovation to the Southerners. The party had opportunity for close inspection of the new 2900 Central type freight locomotives and also the new 3500 switching engines.

Inspected Icing Platform

A visit was made to the icing platform, which is the most up-to-date plant on the Illinois Central System, and the party was interested in observing how natural ice i stored to be used for icing during hot weather.

General Superintendent Williams met the party, asking for any suggestions that might benefit the operation on the Western Lines.

The party arrived at Dubuque on August 30. They were met by Superintendent McCabe, Supervising Agent Bowden and Agent Allison, who entertained them, arranging an auto trip to all places of interest in and about the city. The party welcomed the sight of the Mississippi River at Dubuque, as they felt that it was like meeting one of the "home folks" in a strange land.

Upon their arrival in Chicago August 31, Agent Wells and General Foreman Tiernan conducted a tour through the various freight houses at South Water Street, explaining the methods of operation of the Illinois Central's largest freight station. The agents were impressed with the motor truck operation, commenting upon the great efficiency obtained at South Water Street.

Saw South Water Street Methods

An inspection was made of the tunnel system for handling freight, which is radically different from any system obtaining at any other Illinois Central freight station. A visit was also made to the "Old Horse" warehouse, which is the final depository of all refused, bad order and over freight from the entire system, and the agents were en-

abled to understand how the disposition of the "Old Horse" freight is being handled.

After luncheon at the Central Station Restaurant, the party called upon Official Photographer John K. Melton, who made motion pictures of them and also made the group picture accompanying this article. This opportunity was the first afforded the party to break into the movies, and they are all anxious to see how the pictures turned out.

They Appreciated the Trip

Mr. Richmond again conferred with the party. They expressed appreciation of the trip and mentioned the benefits which all had derived. They promised to return home and work for a better record than the enviable one made during the June campaign.

The party departed from Chicago on the Diamond Special August 31, arriving at East St. Louis September 1, where Trainmaster White, Supervising Agent Williams and Agent Rhedemeyer met them with automobiles. After viewing the Illinois Central freight station they made a trip to the Armour & Company packing plant, where all the details of the assorting, handling and stowing of the route peddler cars were explained and an inspection was made of the cars then loading. These cars work over the Southern Lines, and the agents were interested in observing the performance.

After luncheon at the National Stock Yards, the party was taken to St. Louis to visit the warehouses of the Columbia Terminals Company and the Fidelity Transfer Company, also the Cupples freight station, so that the agents might gain an intimate knowledge of how freight is handled through this large terminal.

The party disbanded at St. Louis, all leaving for home on Train No. 1, September 2. They were all much pleased with the trip and expressed appreciation for the hospitality extended by officers and agents on the Northern and Western lines. They all agreed that the "Snow Diggers" were regular folks.

Trust Us—We Carry Even Baby Elephants!

Among various peculiar kinds of live stock the Illinois Central is called upon to handle, we now have baby elephants crated and traveling by express. The September issue of the *Express Gazette Journal* quotes the Springfield *Illinois State Journal* as follows:

"Virginia," the 4-mouth-old infant elephant, weighing only six hundred pounds, was welcomed to the John Robinson circus management last evening, when she arrived from Lancaster, Mo., where she was born and raised.

With all the tenderness of a mother the female elephants of the herd in the big menagerie tent at Eleventh street and Black avenue caressed the youngster of their kind as it was taken from the crate on the show grounds.

For two days, the 4-month-old baby elephant had been shut up in a crate that would barely permit it to lie down. It came by express over the Illinois Central arriving at 8:25 o'clock last evening. The father, Major, the giant tusker with the show, fought for a chance to caress his offspring, as the females of the herd fought for the possession of the baby jumbo.

Virginia is the fourth baby elephant to be raised in the United States in the last fifty years, according to the trainers of the John Robinson circus, who are familiar with the goings and coming of all animals in the various circuses. The baby jumbos born in captivity seldom reach the 3 months' age that insures long life. For this reason the Robinson management kept the birth and development of the animal a secret until it was determined that the animal would mature.

Last evening, as "Virginia" was released from its crate in the menagerie tent, the elephants of the herd became all but unmanageable in their efforts to reach the baby. Big Major, the tusker, pushed the females aside and attempted to reach his babe. As the smallest animal of the kind brought to the circus menagerie in years was introduced to the elephants one by one, each caressed it until they were forced away by the trainers.

Development of Valuation Work Extends Over More Than 30 Years

Attention Was Called to Necessity in 1888; Much Painstaking Effort Is Found Necessary in Inventory

By M. BLOCK,
Assistant Engineer

A REVIEW of the developments which ultimately resulted in the passage of the Valuation Act clearly indicates that methods of valuation were discussed and plans formulated shortly after the formation of the Interstate Commerce Commission in 1887.

Section 20 of the Act to Regulate Commerce, as originally enacted, provided that the commission might require the carriers to submit annual reports showing in detail the cost and value of property, franchises and equipment. In the discussion which followed, the commission, in its annual report of 1888, called attention to the fact that "it was manifestly the desire of Congress to assure it a trustworthy estimate of the relation existing between the present worth of railway property and its cost to those who are proprietors of it."

Further study indicated, however, that it was impossible satisfactorily to obtain immediate information showing the cost of railway property, inasmuch as the methods of accounting pursued by most of the carriers in their corporate accounts were in no way uniform or consistent and did not indicate the true value as desired. The commission recognized the necessity for an immediate valuation, but no provision was made by Congress for funds necessary to carry on such work, and nothing further was attempted at that time.

The Need for Valuation Work

In 1903 the commission again emphasized the fact that additional legislation by Congress was necessary. Complaints were being received in regard to the taxation of railway property and the reasonableness of rates, and in its arguments the commission contended (1) that no tribunal could pass upon the reasonableness of rates without taking into consideration the value of railway property and (2) that, although the taxation of railway property was a matter over which the several states had jurisdiction, in some cases railway taxes amounted to 4 or 5 per cent of the operating expenses.

M. Block

Various methods of valuation were discussed at that period: namely, (1) the acceptance of book costs; (2) the stock and bond plan, or the valuation of properties on the basis of market quotations of their securities, the only plan which had to date received the qualified approval of the courts; and (3) the inventory method, which required first an appraisal of the physical elements of the property and second a study of the history of the property and analysis of the operating accounts, in order to determine the commercial conditions and business prospects.

The discussion was renewed from time to time and new questions brought to light, such as the reasonableness of capitalization and the administering of depreciation accounts. There were, however, no actual developments until the presentation of the Adamson Bill in the House of Representatives in 1913, which pro-

posed an amendent to the original Interstate Commerce Act of 1887. This amendment provided for the physical valuation of the property of common carriers and securing information concerning their stocks and bonds. The bill was amended to some extent in the Senate. March 1, 1913, it was approved and became a law, commonly known as the Valuation Act.

What the Valuation Act Is

This law vested in the commission the authority to investigate and report on all property owned or used by every common carrier and to make a complete inventory and list such property and the value thereof.

It further provided, among other things, that such a report should embrace (1) property owned or used by the common carrier for its purpose as a common carrier (this to include the original cost to date, the cost of reproduction new, the cost of reproduction less depreciation and an analysis of the methods by which these costs were obtained); (2) the original cost of all lands, rights-of-way and terminals owned or used for the purpose of a common carrier and their present value, as well as the original and present costs of condemnation proceedings and damages; (3) the original and present costs of property held for purposes other than those of a common carrier; (4) the history and organization of the present or previous corporations, increases or decreases of stocks, bonds or other securities, the net and gross earnings of any corporation and the expenditures and purposes for which they were expended, and (5) any aid, gift or grant of right-of-way made to a carrier by the United States, state, county, or municipal governments or individuals, and the amount of money derived from the sale of any portion of such grants.

No doubt it was also the intention of Congress to make such a valuation perpetual insofar as it was possible. To this end, the act further provided that the commission should keep informed of all extensions and improvements and changes in the value of railway property. At the present time all carriers are required to make a report on all additions, betterments and retirements to property since their respective dates of valuation, as covered by an order of the Interstate Commerce Commission known as Valuation Order No. 3.

Governmental Organization

Immediately after the passage of the Valuation Act, the commission appointed three of its members to act as commisisoners of appraisal work, and C. A. Prouty, also a member of the commission, resigned to become director of valuation. At the same time, to assist the director, an advisory board of five members was appointed. This board included a solicitor, a supervisor of accounts and a supervisor of land appraisals.

In order to facilitate the work and to insure closer supervision, the United States was divided into five districts according to geographical location: namely, (1) the Eastern, with headquarters at Washington, D. C.; (2) the Southern, with headquarters at Chattanooga, Tenn.; (3) the Central, with headquarters at Chicago, Ill.; (4) the Western, with headquarters at Kansas City, Mo., and (5) the Pacific, with headquarters at San Francisco, Cal. Each district, however, contained railroads so located that field work could be carried on in both winter and summer.

An engineering board was appointed, consisting of five members, a resident engineer and cost engineer. Each of the five members had direct charge and supervision of the inventory in his respective district.

Co-operation From the Railroads

In each district the organization was composed of (1) an engineering section, which supervised the inventory of roadway and track items, bridges, buildings, signals and interlockers, etc., (2) a land section, which determined the ownership and value of right-of-way and other lands of the railroads, and (3) an accounting section. The members of the engineering board had direct supervision of the engineering section, subordinated by a district engineer and assistant district engineer. In turn, the engineering section was divided into bridge, building, road and track, signal and mechanical and equipment sections. The land section was under the supervision of valuation attorneys, and the accounting section under the supervision of district accountants.

In order to conform with the provisions of the Valuation Act and also those of Valuation Circular No. 1, stipulating that the carriers should co-operate in furnishing information, maps, profiles and such data which the commission might require, the presidents of most of the railway companies having earnings of more than $1,000,000 met on April 24, 1913, to work out plans toward this end. A resolution was adopted requesting that a committee be appointed to formulate plans for such co-operation, with the authority to employ such

experts and assistants and to obtain data and information as, in its judgment, the committee deemed proper. This committee was known as the presidents' conference committee.

The executive branch of the committee consisted of a general chairman and a general secretary, assisted by groups of presidents of several railroads, divided as to location: namely, the Eastern group of seven members, the Western group of seven members, and the Southern group of four members. Each group was represented by counsel.

The subordinate committees consisted of (1) an engineering committee for each group, whose duties were relatively similar (but in an advisory capacity) to those of the engineering section of the commission, (2) a land committee, and (3) a committee on the preparation of financial histories and accounts. Group engineers entrusted with the duties of gathering cost data and equipment officers assisted the engineering committee in its work.

Kept Informed of Developments

These committees co-operated with the railroads collectively and individually, and also with the commission, and attempted to develop a standard practice of valuation. Each railway company was requested to establish a valuation committee which would lend assistance toward this end. At all times, the railroads were kept informed as to the results obtained, and from time to time bulletins and circulars were distributed showing developments and quoting interpretations of opinions by the commission.

Among the many problems which the committees sought to investigate were the developing of tentative specifications for the completion and submission of plans, maps, etc., the valuing of railway lands, the planning of methods to be used for disclosing hidden and obscure quantities and, probably most important of all, the development of unit costs to be applied. In this connection, the individual railroads were requested to submit actual costs of typical facilities.

While it is premature to discuss or analyze the results obtained by the presidents' conference committee, yet it is known that the committee has, by careful investigation, brought to light some basic principles of valuation which no doubt will be precedent.

The Illinois Central's Part

The commission ruled that the end of the fiscal year, or June 30, would be considered as the "Date of Valuation," beginning with 1914, and issued a bulletin designating the respective year for every carrier. June 30, 1915, was assigned to the Illinois Central System as its "Date of Valuation." Although most of the inventory was made subsequent to that date, yet the condition of facilities and values placed thereon were referred to this date of valuation as a basis.

In June, 1914, a department, formally known as the valuation department, was established by the Illinois Central by the appointment of D. J. Brumley as valuation engineer, and an organization was completed to assist in the inventory. The department comprised several sections to conform with the organization as developed by the commission: namely, bridge and building section, roadway and track section, land and tax section, mechanical section and signal and interlocker section.

As proposed by the presidents' conference committee, a standard form of co-operative working agreement for making the inventory was adopted. Several carriers, however, deviated from this procedure and entered individually into an agreement with the commission. The Illinois Central was among these.

The agreement, as entered into by the Illinois Central, specified the methods to be followed in regard to the furnishing of pilots by the railway company, and the authority to be assumed by them, the signing and delivery of field notes and the filing of objections covering omissions or errors.

Pre-Inventory Data

Prior to the date of inventory, an exhaustive study of all available records was made by each section, and the results were compiled and assembled into what was known as pre-inventory notes. Contracts were abstracted, and the specific ownership of all structures, crossings and property determined. In some instances where maps were not complete, resurveys were made. Copies of these notes, together with available plans and maps, were furnished to the commission.

The railway system was divided into valuation sections first according to operating railroads and second according to states, the sections in each state being numbered consecutively. For instance, "Section Y-Miss-1" signified the first valuation section on the Yazoo & Mississippi Valley Railroad in Mississippi.

Method of Inventory

The actual inventory was conducted by representatives of the commission, accompanied

by a railway representative, or "pilot," whose duty it was to point out the property of the carrier. Any objection as to method of inventory or conclusions stated in the field notes was made in writing in the field and presented to the commission's representative.

Notes were taken and sketches were made in enough detail to compute quantities. Plans, where applicable, were used, and photographs often assisted in disclosing the conditions as they existed.

After a copy of the notes had been transmitted by the commission to the railway company, the latter made a check as to errors and omissions and submitted its objections in accordance with the terms of the co-operative agreement. If these objections were not submitted before the expiration of ninety days, the railroad accepted the inventory as taken.

Summarizations and Computations

The summarizing of notes and computations of quantities immediately followed the field inventory. This was carried on separately by the commission and the railway company, and from time to time comparisons were made and agreements reached as to what quantities should be considered final.

The question of joint ownership of facilities also became a topic of discussion, and in cases where the use of such facilities was not covered by a specific contract the commission requested the respective claims of all carriers participating in such ownership. In nearly every instance, an understanding was reached by a common agreement among the carriers.

A cost data section was established by the railway company to make exhaustive studies of new line construction and to arrive at unit prices applicable as of date of valuation. The commission likewise established a cost division. The results of computations by the commission relative to the Illinois Central System were embraced in a report known as the engineering report, which covered the costs new and costs less depreciation of facilities, according to accounts, but did not include land values. In a manner similar to that of the inventory, this report was checked and objections to omissions, errors and inadequate prices were submitted.

After the land and accounting reports are finished, the Interstate Commerce Commission will serve a tentative valuation on the railroad, against which protest must be made within thirty days. Hearings will be held and arguments presented, and after consideration of the evidence a final valuation will be made by the commission which may be used, in accordance with the Valuation Act, as *prima facie* evidence of the value of the property.

Expenditures and Benefits

Both the government and the carriers have spent considerable time and money to reach the conclusion desired. At the present time, no prediction can be made of the results to be obtained from the valuation of the railroads. A great many carriers have received the engineering reports and some have received their tentative valuations, but few have obtained final figures, so that the issues of over-capitalization or under-capitalization or adjustment of rates are still questions for future development.

There are in evidence, however, benefits derived which probably could not have been accomplished in any other manner. Contracts with other carriers in regard to joint facilities have been more clearly defined; the question of ownership of waylands and other property, which until recently had been a matter of uncertainty, has reached a definite basis of settlement; results have been brought about by means of subsidence tests, which clearly indicate that the true investment in road-bed is not always disclosed by a casual observance of surface conditions; carriers have assurances of more complete records, and, finally, there has been a compete revision of accounting methods which ultimately will fulfill the general desire for perpetual valuation.

THE RED CROSS AT WORK

In announcing its Fifth Annual Roll Call, to be held November 11-24, the American Red Cross calls attention to the following facts: There are eight times as many disabled ex-service men in hospitals today as there were in 1919; more are reporting for treatment at the rate of a thousand a month; the Red Cross served 1,508,640 of these men and their families last year; it has been asked by the government to co-operate with the American Legion in a canvass of the entire country, so that all disabled men may be located and given aid; it spent last year on the disabled men alone $10,000,000, yet it took in only $6,000,000 in membership dues; if the work is to continue, its membership must be increased this year.

Some Random Thoughts on Railroading

By W. J. CALLAN,
Conductor, Chicago, Ill.

Here are a few random thoughts on railroading, for which I have chosen as a text a moral which every employe should adopt: "Conduct the company's affairs as you would your own."

Recently I saw a cartoon in a Chicago paper in which the artist attempted to portray the public as asleep at a railway switch which was set for private ownership. It was described as a track for graft, incompetency, soft jobs, etc., while the main track, according to the artist's idea, led to government ownership, competency and numerous other things. I used to know a reporter who could sit at a table in a *weinstube* on Washington street, Chicago, and write a realistic story of a fire. The reader could see engines responding, firemen carrying unconscious victims down scaling ladders, women jumping and children being thrown into fire nets. Very vivid, but no truth! The reporter was using his imaginative power to lengthen his pay. He was a space writer. So with some cartoonists—anything to fill space. In this case not a fire but railroads happened to be first in his mind. The cartoonist uses his art to instruct and through his portrayal of the subject has influenced public opinion.

It would be a timely subject for some good artist, after reading scare-heads of the winter's papers, which usually read "Railroads Rushing Coal to Freezing Chicago," to show that the climatic conditions of this country are not changing and winter follows fall as usual.

How Easy to Get Business!

How easy for employes to acquire business for the company! Recently while conversing with a coal dealer, being interested to know whether he was successful, I inquired as to future loads for us. He opened his order books and added 500 cars to be sent over Illinois Central rails. He mentioned a town, about fifteen miles east of a junction point, to which he was sending from twelve to thirty cars a month over another road. I told him that we could handle the business better at the same rate. We now have that business. All employes need do is to talk to everyone about the splendid service we have to sell. I firmly believe we will have to change our motto to read: "If you don't use our railroad, you are cheating yourself."

Speaking of supervision: We have no officials who frantically ride a swivel chair and spur the top of a varnished desk with their heels. John Gallagher, the famous Irish wit, in speaking of supervision, remarked: "Ye don't have to do a damn thing; just be there." How true! Be there, mingle with the employes, get their ideas. For, as Herbert Spencer said: "Even a fool may have a brilliant idea." We have no fools in our personnel, but we have many employes who through timidity do not present their thoughts to higher officials. Subordinates to an official are like the rudder to a ship. A great executive, with the cooperation, good will and enthusiasm of his co-workers, will always make port; without them, he will flounder aimlessly.

Use Judgment in Saving

Save, but don't practice false economy, like the man who put off painting his house from year to year, giving as an excuse that white lead and paints were too high. The result was that, when he did get ready to paint, his structure had deteriorated to such an extent that he had to rebuild it.

We have an asset which, if the public knew its intrinsic value, would make Illinois Central stock sell at 994 instead of 94. That is the "Illinois Central spirit."

Being imbued with the Illinois Central spirit, I can't help being enthusiastic. I have crawled through barbed wire fences to get the farmers' ideas of the times, knowing that they had been hit hard. All had virtually the same answer: "Well, I am no worse off than I was before the war, and I saved up some during the war." This is optimism from true Americans.

Remember
October, Too!

What Came to Pass When Marko Asked, "Why Is He a General?"

Serbian Bishop Relates True Story of an Incident Proving the Dignity of Service

The following article, reprinted by permission from the Atlantic Monthly, begins with the following editorial explanation: "The circumstances under which this brief parable was written deserve to be told. When Bishop Nicholai, of Serbia, was in this country, pleading for funds for Serbian children, a friend presented him with a copy of Elbert Hubbard's 'Message to Garcia,' the point of which, as readers will commonly remember, was the absolute importance of giving genuine service for wages or for contract. A few days later the Bishop wrote his friend: 'After I read your "Message to Garcia" I remembered a happening (which occurred during the tragic retreat of the Serbians), which I have tried to describe in this brief paper. The moral of it is similar to that of the "Message."'"

By NICHOLAI VELIMIROVIC

NIGHT and rain. Three of us were riding in a coach, ten miles away from our destination. One of the horses collapsed and fell down. Stop. No star in the sky, no counselor to comfort. What to do?

A man appeared, as a nightmare—as if he came out of the rocks on which we were leaning.

"My name is Marko," he said. "Don't worry. In a few minutes everything will be all right."

And he disappeared. But soon after, we found that our second horse had disappeared, too.

He had stolen it; all of us thought so, smiling ironically at the unfair game of fate.

Yet, in a few minutes, Marko returned, riding on the horse, and leading another horse by the string.

We asked questions: Who was he? where did he find a horse? and so forth. He murmured something, and kept busy about the horses and the coach.

"Ready!" he said. "Good-night to you." And the darkness of night swallowed him up.

"Thank God, there are still Christian men in this world," we thought, and started.

I visited Mrs. Haverfield's orphanage at Uzice. She said,—

"The peasants of the surrounding villages are most helpful to me, especially Marko. He is beyond description."

"But who is Marko?" I asked, remembering a dreadful emergency in my life.

"Don't you know Marko? He is a man of perfect service to everybody. You will see him tomorrow."

We were sitting at the open fire and listening to Marko. He is nothing more than an ordinary Serbian peasant.

"Everybody must have learned a lesson in the war. Mine is a strange one, and yet the most valuable for the rest of my days."

Then he became reluctant. But we insisted and he continued:—

"My sin against our General M——— was the cause of the lesson. We were ten privates under the same tent. Our duty was to attend the general and his staff. We did our duty half-heartedly, and the officers often complained. One day the general called all of us and said,—

"'Brothers, you are called to do service to me and to my officers. Do it perfectly and joyfully!'

"We corrected ourselves a little. But war continued endlessly. Day and night we were filled with the dreams of our homes, and we walked ceaselessly in the camp like shadows, and did our service very badly. Water for the officers was not brought always in time; boots were not dried at fire and cleaned, as they ought to be. And again and again officers remonstrated. They must

have complained to the general. One night the general opened our tent, looked in, and asked,—

"'Brothers, are you all right?'

"He went off. And I—"

There Marko stopped, and his eyes were shining with tears.

"And I said loudly: 'Why is he a general? He does nothing. We are doing everything. It is easy for him.'

"The night was a very long one, but our sleep fast and our dreams of home very vivid.

"'What is that?' we all asked, as with one voice, looking at a marvel. And the marvel was this: all the boots, both of the officers and our own, were perfectly cleaned and arranged at our feet. We went to the officers' rooms. There, again, all the uniforms nicely hung up and cleaned, water-jars filled, and a big fire made in the hall, and the hall swept and put in order properly.

"'Who did it?'

"No one of us knew. Of course, all day we were talking of that.

"The next morning the same thing happened. We were quite startled and confused. 'Is God perhaps sending an angel to do this service for us?' This we asked each other, and retold all the fairy tales we remembered from our childhood.

"But now, behold.

"We decided to watch. And our sentinel saw, soon after midnight, our general creeping into our tent. Oh, shame! the mystery was now revealed and the lesson learned.

"That day the general asked for me. I was trembling with all my body and soul. It was clear for me that he must have heard my remark about him two nights before.

"But, O Lord, he was all smiles.

"'Brother Marko, did you ever read the Gospel?'

"My lips were trembling, and I answered nothing.

"'Well,' he continued, 'take it once more today and read the story how the Captain of men, who is called by us the Lord of Lords and the King of Kings, was the perfect servant of men.'

"I cried like a child found in a theft." And Marko began to cry once again in telling his story, and we all were very much moved.

Then he took courage again, and continued:—

"Then the general said: 'My brother, two nights ago you asked a question which I have to answer now. Listen: I am your general because I am supposed to be able to do my own "invisible" and "lordly" duty, but also because I am supposed to be fit to do in a most excellent way the service you, the privates, are called to do.'

"The general stopped and closed his eyes. I never shall forget that moment. I wished I were killed instantly by a bullet, so overwhelming was the presence of the general. I stood there all misery and fear.

"Finally the general lifted up his head and said,—

"'You must try your hardest to do your service to men perfectly and joyfully, now and always, not because of the severe order

Tell Him Now

If with pleasure you are viewing
Any work a man is doing,
    If you like him or you love
      him, tell him now;
Don't withhold your approbation
Till the parson makes oration
    And he lies with snowy lilies
      o'er his brow;
For no matter how you shout it,
He won't really care about it;
    He won't know how many
      teardrops you have shed;
If you think some praise is due him
Now's the time to slip it to him,
    For he cannot raise his tomb-
      stone when he's dead.

More than fame and more than
  money
Is the comment kind and sunny
    And the hearty warm approval
      of a friend;
For it gives to life a savor,
And makes you stronger, braver,
    And it gives you heart and
      spirit to the end;
If he earns your praise bestow it;
If you like him let him know it;
    Let the words of true encour-
      agement be said;
Do not wait till life is over
And he's underneath the clover,
    For he cannot read his tomb-
      stone when he's dead.

—*Exchange.*

and discipline, but because of joy hidden in every perfect service.'

"The general walked two or three steps toward the window and turned to me and said,—

" 'Now, brother Marko, I tell you honestly, I enjoyed greatly cleaning your boots, for I am greatly repaid by doing so. Don't forget, every perfect service hides a perfect payment in itself, because—because, brother, it hides God in itself.'

"Of course, after that, the service in the general's camp was all right, and the officers never since had to complain."

Thus finished Marko his story. The soft words of his good general were softened still more, and all the time, with Marko's warm tears.

Later on, I was told by many people that Marko, who before the war was not at all considered a very kind man, and much less a man of stern principles, has become, through his perfect service to everybody within a time of existence of eighteen months, the most beloved human being in his mountains. At the last election the people unanimously asked him to go represent them in the Parliament; but he declined. He said,—

"That post is for the generals, and I am merely a private still."

This is Private Marko's lesson from the war, through which he has become involuntarily a captain of men.

For I have given you an example, that ye should do as I have done to you. Verily, verily, I say unto you, the servant is not greater than his lord; neither he that is sent greater than he that sent him. If ye know these things, happy are ye if ye do them.—ST. JOHN 13, 15-17.

Picks the Best Season for Track Work

By J. M. GARNER,
Supervisor, Carbondale, Ill.

After a little more than thirty-four years' experience in maintenance of way work on the Illinois Central System, one among the best in the United States, handling almost all kinds of ballasted track, including dirt track under all conditions, my observation has been that work done from April 1 to July 31 holds better than work done in any other month in the year.

Track work done in August and September usually does not stand well, due to heat, which seems to take the life and qualities out of ballast of all kinds, even dirt.

In other words, work done when ground is seasonable for the farmers to farm and cultivate their crops is always best for putting up track which stands better. This may seem out of place, but it is a fact. To plow wet ground injures the land and growing crops. To do track work during wet weather does the track no good. To plow land in August and September is injurious to the farm land, as it is dry and lifeless, and so is railroad ballast.

Track should be disturbed as little as possible during December, January, February and March, as the more that track is disturbed during these four months the worse it gets. If we cannot put up our track so it will hold up when weather is seasonable, we are going to be in a bad way when we have to spend money trying to keep up track during wet and unseasonable weather.

Some may differ with me in regard to the force that should be worked on track maintenance, but from my experience I will say that a good force should be put on the first of April and get as much track work done just as early and quickly as possible, before vegetation gets so rank. Track work done early usually holds better.

And again when vegetation gets rank in most localities, it will require about every ninth man to clean away vegetation for the eight other men to do their work properly. This ninth man is an entire loss over work done early, before vegetation gets in the way of doing work properly.

Through the four months of December 1 to March 31, inclusive, only small forces should be worked, just enough to maintain a good safe condition. It is not the amount that is done that counts, but the way it is done, and this is to leave nothing undone.

Editorial

DEATH OF MRS. MARKHAM

Mrs. Anna Smith Markham, wife of the president of the Illinois Central System, died Sunday, September 18, at the Chicago Beach Hotel, Chicago, after a protracted illness. The funeral service was held Tuesday, September 20, at the Oakwoods cemetery chapel. Mrs. Markham is survived by her husband and one son, Fred S. Markham.

CONFER ON UNEMPLOYMENT

A vast army of workers is without employment. There is danger that hunger and want will stalk the streets of the nation's great cities this winter if some means is not found to lessen the unemployment, for the small stores which those who are now jobless had laid by during the era of unprecedented prosperity which marked the war period have been depleted. It is to consider this situation that President Harding has called into conference at Washington a group of men and women representing the nation's industries and laborers.

In opening the conference September 26, Mr. Harding said:

You are not asked to solve the long controverted problems of our social system. We have builded the America of today on the fundamentals of economic, industrial and political life which made us what we are, and the temple requires no remaking now. We are incontestably sound. We are constitutionally strong. We are merely depressed after the fever, and we want to know the way to the speediest and most dependable convalescence.

Mr. Harding does not believe the situation should be met by recourse to the already-strained public treasury. He does believe it can be met by an appeal to the consciousness of the people, their business and their industries. There have been suggestions that industries shorten the working week for individuals, thus distributing employment to a greater number of workers; that restrictive agreements in the building trades be eliminated to stimulate needed construction; that public works already authorized be undertaken immediately. These, of course, will be taken up extensively by the confreres. The organization was perfected under committees, each committee to go into the subject assigned to it and make a thorough report.

It is a great compliment to the Illinois Central System that President Markham was chosen to participate in the conference, the only railway executive to be selected.

SERVICE AS SCHEDULED

A railroad lives by the service it gives. Railway service means a lot of things, among which dependability is by no means least important. In dependability, the Illinois Central System, as in the other phases of its service, is a leader.

When an Illinois Central passenger train starts out for its terminal, the passenger has an assurance not only that it will get there on time but that it will maintain its schedule all along the route. No other railroad in the country of a size to compare with the Illinois Central has anything like the record of passenger train performance that is offered the patrons of our lines.

It was announced a few months ago that 99.2 per cent of the passenger trains operated

For Earlier Issue

In order to get out a little earlier each month, the *Illinois Central Magazine* requests contributors to try to get their material in the office several days earlier than usual, beginning right now. The magazine would appreciate having material for the November issue sent in by the twentieth of October, if that is at all possible. The previous "deadline" has varied from the twenty-fifth to the last of the month, and the result has not been entirely satisfactory. It has required too much confusion and rush to get the magazine out on schedule. So let's speed up. *Remember the twentieth.*

over our lines maintained their schedules during May, breaking all previous records on our road and, it is believed, breaking all records. For the three months since May, our passenger trains have averaged a 99.1 per cent schedule maintenance record, and for the eight months of the year, including the adverse conditions of winter, the record has been 98.8 per cent. It is a service of which every member of the Illinois Central family may be proud.

The figures for the year to September 1 follow:

	Total Trains Run	Total Maint'ng Schedule	Per Cent Maint'ng Schedule
January	13,535	13 246	97.8
February	12,252	12.075	98.5
March	13,623	13.399	98.3
April	13,176	12 986	98.5
May	13.567	13,461	99.2
June	13.178	13.072	99.1
July	13 619	13 497	99.1
August	13,679	13,563	99.1
Eight Months	106,629	105,299	98.8

HERE'S WHAT'S WRONG

That market conditions, and not the scale of freight rates, form the restriction of which the agricultural industry is complaining is the view which the railroads have taken in meeting the agitation for a general reduction in the scale of railway rates. The railroads hold that a reduction of rates, without an improvement in the markets, would not materially benefit the farmers; that, on the other hand, an improvement in markets would benefit them materially regardless of the scale of railway rates. Under the present condition of their revenues the railroads could not sustain a lopping off of their earnings to decrease rates without incurring the danger of an impairment of railway service.

One newspaper published in the heart of the agricultural section of Iowa has the courage to present this situation to its farm readers. The Webster City *Freeman-Journal* says:

"There would be very little complaint of present freight rates on farm produce if the produce were bringing remunerative prices. If the railway managers will put their heads together, devising some plan by which the products of the farm will be increased to fair values, they can maintain present freight rates without protests from agricultural interests."

This editorial comment seems to sum up the whole agricultural rate situation in a mighty few words. While it must be generally understood that railway managements have no voice whatever in the making of marketing conditions for farm produce, the statement of the *Freeman-Journal* plainly shows that that newspaper, for one, holds no misconception of what is the matter with the agricultural industry.

WHAT COURTESY IS NOT

From time to time the editors of the *Illinois Central Magazine* and the contributors to its pages have attempted to define courtesy by telling what courtesy is. As a further contribution to the definition we desire to mention a few things that courtesy is not.

The "political handshake" is not courtesy. All of us, probably, are acquainted with the beaming countenance, the freely-given hand and the big, black, smelly cigars of the candidate for political office. There seems to be a tradition that such are friend-makers and vote-getters, but we doubt it. There is something superficial about it all, something that has a tendency to curdle the milk of human friendship. The courtesy that begets friendship and patronage must be more deep-seated than is evidenced by such superficiality.

The "Sunday smile," put on and taken off like the false face of the masquerade ball, is not courtesy. The story of the minister whose church entered upon a vigorous campaign to make strangers welcome at the services probably is familiar to most readers. While the benediction was being pronounced by a member from his pew, the minister hurried to his post at the door and began greeting the parishioners as they passed out.

"So glad to see you, my dear woman," he said to one of the worshipers. "Are you a stranger in the city?"

"Hardly," she replied. "I am your cook."

Friendship is not based upon the "'Sunday smile."

A cringing, fawning manner is not courtesy. The Uriah Heeps of the world do not hold a host of friends; their manner begets suspicion, rather than confidence, and the inspiring of confidence is one of the foundation stones of courtesy. True courtesy looks a man in the eye with the gleam of love for a fellow man. It does not bow and scrape and cringe and fawn. This is an age of democracy, and such manners are not the mark of true democrats.

An obvious attempt to put one's self on

the level of those he meets is not courtesy. We once knew a candidate for a political office which was being hotly contested, who, a few days before the election, donned overalls and joined a group of manual laborers on a prominent corner of the county seat town, where all who ran might see him. He lost the race, and it is probable that his unwise action in making his appearance in overalls was the cause. Courtesy does not consist of doing obvious things. It is the unexpected act of kindness or attention which reveals a truly democratic heart and proves the winning way.

The list might go on, *ad infinitum*. We shall let it end here, for we have not intended to make this a complete enumeration, but rather a summary, an outline.

A LESSON FROM DES MOINES

The trolley situation at Des Moines should be a lesson in the relation of public service institutions to their patrons, a lesson for both the service concerns and the public.

"Des Moines presents an odd picture to the stranger," writes Richard Spillane, business correspondent of the *Public Ledger* papers, under date of September 12. "The trolley system is out of commission. Such an assortment of queer vehicles masquerading as auto busses is in commission as one will see nowhere else in America. . . . .

"The busses operate on a permit from the city, revocable at any time. At first the bus people thought there was a fortune in the business. They rigged up all sorts of chasses and went to it. Now the number of busses is lessening. Some routes have not been found to pay. When the bus man quits he just quits and lets the public go hang. At first everybody with an auto was willing to give a lift to anybody afoot. Now men are getting tired of it. To get from home to town in the morning is not difficult, all vehicles being pointed toward a common center, but to get home in the evening is another matter. People line up at the curbs and wait. Vehicles are sadly overcrowded. Most of them are ill designed for the business. There is inconvenience, discomfort and delay."

The trolley company has struck. The causes of the situation, as they appear in the public prints, are conflicting. We believe the whole situation can be summed up in these words: A lack of understanding.

The success of any public service venture depends upon the measure of support which it receives from the public. If there does not exist a mutual confidence between the concern and its patrons, if each is constantly engaged in making war upon the other, the one attempting to secure a maximum of service for beggarly pay, the other maximum pay for a minimum service, there are only two paths open: The course of continued hostility, which seems to have been followed at Des Moines, with the results mentioned by Mr. Spillane; or the adoption of a new attitude by both the public and the public service institution.

It probably is making a statement of the obvious to say that Des Moines is learning her lesson. Niggardly treatment of a public service concern, which must have the confidence of its patrons to give adequate service, is poor civic politics. The pursuit of a policy which does not overcome such treatment is poor politics for the public utility.

The Illinois Central System is engaged in an effort to build up further the wholesome mutual understanding which exists between it and the public. It is doing a work which is fundamental in public utility management in the 20th century. Every employe can help by pursuing a course which will inspire confidence and good-will.

WHY RATES CAN'T WOBBLE

The present price of cotton affords a good example of the need for stabilized railway rates. On June 20 middling cotton was quoted on the New Orleans Cotton Exchange at 10 38-100 cents a pound. Since that time there has been a great improvement in the price of cotton, while railway rates, of course, have remained unchanged. The quotation on middling cotton in New Orleans September 7 was 20 cents a pound, thus almost doubling in price in a period of less than three months. Cotton is moving to market because the demand for it has brought prices up.

If the railroads had lowered their rates on cotton substantially last June, does anyone believe that it would be possible or practicable for them to double their rates now that cotton has doubled in price? There is no way rates could be restored in so short a period of time, nor would it be practicable to restore them, any more than it would have been practicable to reduce them three months ago.

Business needs to know ahead what

the cost of transportation is going to be when marketing time is reached. That would be impossible if railway rates followed the ascending and descending scale of commodity prices. The public welfare demands that railway service be maintained at a certain standard. Railway service cannot fluctuate up and down with commodity prices, for that would prove ruinous to the railroads. Railway managers must know in advance what the rates are going to be so that they can provide transportation service accordingly.

During the war, when prices of commodities soared, many contended that railway rates should be based upon the cost of producing transportation service. That class now declares that rates must be deflated to correspond with deflation in prices. The position is obviously inconsistent. As to whether the present rates form an actual restriction upon busines may be learned from a glance at the reports on the marketing of farm products.

Railway rates were advanced as greatly on farm products as on other commodities, and since the most recent rate increase the prices of farm products have declined more than the prices on most other commodities. However, while the total traffic moving on the railroads this year has been unusually small, shipments of farm products have been unusually large. For example: The Bureau of Markets reports that for the 1921 season, up to August 6, the total shipments of fruits and vegetables on all the railroads were 171,390 carloads, as compared with 145,316 carloads in the corresponding period of 1920.

The only fair basis for rate-making is the cost of producing the service of transportation, and the railroads have repeatedly shown that this cost has not been reduced sufficiently to permit rates being reduced without jeopardizing railway earnings and railway service. The costs of operation are still far above their pre-war level.

Remember
October, Too!

TRAVEL IN STYLE

The chariot shown above was constructed by Ben McAboy, who is shown beside it. Mr. McAboy is an expert motor car repairman at Clinton, Ill., where the Springfield division offices are located. The motor car is for official use. Mr. McAboy has been commended as a workman who is on the job all the time, and his production of this car speaks for itself.

MORE STOCKHOLDERS

More people are owning the Illinois Central every day. According to a recent report on distribution of stock and proportion of shares held, in the four months from April 6 to August 5 the number of stockholders increased from 14,225 to 14,563, an addition of 338, or 2.37 per cent. This is even a faster rate of increase than in the preceding seven years, from August 10, 1914, to April 6, 1921, when the total climbed from 10,872 to 14,225, an increase of 3,353, or 30.84 per cent. More than 98 per cent of the stockholders are now in the United States, as compared with less than 82 per cent in 1914. England now has .7 per cent; Holland, .1 per cent; Canada, .27 per cent; other countries, .91 per cent. The American stockholders now have 95.99 per cent of the stock, or 1,049,122 shares. The number of small stockholders has shown a steady increase. The report shows that 12,645 of our 14,563 stockholders own less than 100 shares each. Only 9,020 were in this class in 1914. Eight persons now own 5,000 shares or more; 83 own from 1,000 to 4,999 shares; 89 own from 501 to 999 shares; 31 own 500 shares even; 1,016 own from 101 to 499 shares; and 691 own 100 shares even.

PUBLIC OPINION

What the World thinks

STILL ON THE JOB

Some time ago we ventured to inquire what had become of the old-time railway executive who showed indomitable courage and fighting spirit in the face of great difficulties. A veteran of the railway service, C. H. Markham, president of the Illinois Central, answers this as follows:

"There are two answers to your query as to what has become of the railway executive who 'waxed fat on surmounting the insurmountable.' One is that he is bound hand and foot by restrictions against which he has consistently fought and which he has no power to remove. The other is that, in spite of these restrictions, he is actually still 'surmounting the insurmountable.' I do not believe that the railway service has lost the glamour and romance which it held in the early days of railroading. I believe there is now opportunity for great service, for men of initiative and imagination, although the transformations which have come about in the last generation have made it necessary for their talents to be applied in a somewhat different direction."

Mr. Markham goes on to show that so far as his line is concerned economies are being effected and also that farmers are being consulted to learn what improvements in service are needed. But he points out that the railroads "are required to produce service at costs which are determined either by economic factors—similar to those which control farm costs—or by governmental regulation—a factor with which the farmers do not have to deal—and sell it at a price fixed by a governmental body." This we reckon is not a pleasant fix to be in, as any farmer or other business man can easily imagine. Transportation is necessary, and those who provide it should have the power to get its cost as well as the price charged for it down to a reasonable basis, or they should not be blamed for failure to do so. The railway business is hedged about with restrictions that are a liability rather than an asset to the country, and so should be got rid of. Public opinion put them there, and the same force will have to remove them if they are not desired.—Chicago (Ill.) *Drovers Journal*, September 21.

COURAGE, THE REAL CURE!

We have passed through several depressions since the Civil War, and we have already turned the corner of this one. . . . But when all is done the real cure for all depression is courage and applied intelligence and the return to primary virtues of hard, conscientious toil and economy in living. On every side there is evidence that the vast majority of our whole nation is making again an effort in those directions equaled only by that of 1918, and the day some months ago when we entered this effort we fundamentally turned the corner of this depression. While our recovery may be slower than some may expect, nothing can prevent the prosperity of a country where the people have enlightenment, wish to work, wish to produce and wish to do right by their neighbors.—HERBERT HOOVER, *Secretary of Commerce, addressing the National Shoe and Leather Exposition in Boston, Tuesday, July* 12.

TAXATION AND RATES

That the imposition of taxes upon an article adds to the consumers' cost is a generality that often escapes application. That the Illinois Central Railroad, for instance, collected in 1920 a tax on freight and passengers of $5,338,329, as the road advertises today, brings home to the average citizen the real meaning of the government tax upon fares and rates. The total amount of tax money collected for and handed over to the government last year by the railroads of the United States was almost a quarter of a billion dollars. And in addition are the state

and federal taxes which the people pay direct. The Illinois Central is paying about treble the taxes it paid in 1914.

No wonder rates and fares are high. You pay 8 per cent more on your railway fare than you would if the tax was not there. The roads are not complaining; they are doing their share. But it would help clarify the tangled question of rate reduction if the public realized that taxation is here, too, an important fundamental influence in the wrong direction.—Chicago (Ill.) *Evening Post*, September 1.

IT CAN'T BE DONE

Almost every day we read about some reckless automobile driver trying to butt a mogul engine off the track at a grade crossing. But we have never yet seen where he made a complete success of it. Sometimes he has wrecked the train and killed a lot of passengers, but it was after the locomotive had been derailed by running over his car, maiming and killing the human freight it contained.

How much better it would be if drivers of cars would slow down and look and listen for trains when approaching grade crossings. Many of those who have not are maimed for life, and are grieving for loved ones whose lives were lost by their heedlessness and recklessness.—Raymond (Miss.) *Hinds County Gazette*, September 2.

A MARVEL OF POWER

One of the most interesting exhibits this year at the Interstate Fair is that of the Illinois Central Railroad, which is showing two remarkable engines. The contrast between the two is amazing. It shows what wonderful strides have been made in transportation power and facilities since 1834, and how progressive the Illinois Central is. The old engine, "the Mississippi," built in 1834, weighs only 14,000 pounds and cost about $2,000. It is a pigmy alongside the great new engine, which is known as the Illinois Central type 2-10-2. This giant among engines weighs 382,000 pounds and has a working weight of 590,600 pounds and a tractive power of 73,000 pounds. It covers 96 feet of track and cost $88,819.

In recognition of Sioux City, the Illinois Central executives sent the two engines to be shown at the fair. Both are unique and attract much attention. The old engine is historical, and the new one will make history. The new one develops 43 per cent more tractive power than any other engine. It indicates what efforts the Illinois Central is making to be ahead of the demand for service, to be ready to carry more freight and passengers in faster time. The engine shown here is the first of one hundred to be delivered.

Fair officials and Sioux City appreciate the recognition of the fair in sending the exhibit here. They enjoy having T. H. Sullivan, division superintendent, in charge for a week and hope that the day is not far distant when the Illinois Central may build fine new terminals in Sioux City, with yards and shops commensurate with its other service. Sioux City returns the Illinois Central's compliments two-fold.—Sioux City (Iowa) *Tribune*, September 21.

RAILWAY TAXES

President Markham of the Illinois Central System, in a signed statement, says that the Class "I" railroads, those having an operating income of a million dollars or more a year, paid in 1911 total taxes of ninety-eight and one-half million dollars. In 1920 the same roads paid taxes totaling two hundred and seventy-nine million dollars, an increase of one hundred and eighty-three per cent.

Mr. Markham's object is to show what a large part taxes and their increase play in the cost of transportation.

Without questioning the accuracy of his figures, it would be interesting to know whether taxes of various industries and businesses and of the individual have increased during this period in the same proportion. If they have not, why? For what reason have the railroads been singled out for increase in taxation at a greater rate than has been imposed on other business?

Mr. Markham's statement starts other queries. For that reason it is one of the most important of its kind in recent months.

It should be said in explanation that he has not included in these sums the United States revenue collections on freight shipments and passenger tickets.—Springfield (Ill.) *State Journal*, September 3.

TWO LOCOMOTIVES

One of the interesting exhibits at the Interstate Fair is that made by the Illinois Central Railroad. The exhibit consists of two locomotives, which illustrate effectively

the progress of locomotive construction during the last eighty-seven years. One of these locomotives was built in 1834, twenty years after George Stephenson had built his first successful steam locomotive in England, and was placed in service in 1836. The other locomotive, the latest word in engine building, is a product of 1921. Almost the entire history of railway building lies between these two locomotives.

It was the steam locomotive that made the railroad practical. Railway development in England quickly followed the building of the Stephenson locomotive, but it was not until sixteen years thereafter, or in 1830, that the construction of steam railroads was begun in the United States. Therefore, when the "Mississippi," the old engine now being exhibited by the Illinois Central, was placed in service in 1836 on a short line of railroad in the state of Mississippi, it was almost the beginning of railroading in America. It has seen many years of service, having been in actual use as late as 1890, and it is still capable of traveling under its own steam, a fact that is creditable to its early builders.

Great interest attaches to the "Mississippi" as an example of pioneer locomotive construction. It is well to preserve it as a reminder of the small beginnings of the American railway system and of what American genius has accomplished toward making it the finest system of the kind in the world. The steam locomotive had its conception in England, but it is in the United States that the locomotive and everything connected with the railroad have been brought to the highest development. The giant modern locomotive, in the shadow of which the little "Mississippi" is dwarfed, is typical of American railway progress and of what has been achieved by American railway engineering. If George Stephenson could return to earth and view this monster, with its tremendous power and its complex machinery, would he not be impressed, if not astounded? One can imagine what he might say in his amazement.

The Illinois Central could make no better exhibit than to place these two locomotives, the old and the new, side by side, and allow them to tell their own story. It is a story that tells itself at a glance. Twenty-eight years ago, at the World's Columbian Exposition in Chicago, the New York Central Railroad exhibited its famous ancient locomotive alongside the latest product of the engine builders' art. Today the locomotive of 1893 is almost as far behind the locomotive of 1921 as the locomotive of 1830 was behind the locomotive of 1893. What will the locomotive be twenty-eight years hence? —Sioux City (Iowa) *Journal*, September 22.

PLENTY OF TALK

"You don't mind if I give you a little advice on how to conduct your agricultural enterprise?"

"No, sir," answered Farmer Corntossel.

"Turn about is fair play. Us farmers has been givin' advice for years on how to run the railroads and the government and all kinds of enterprises."—Washington (D. C.) *Star*.

A LAY SERMON

For a long time the public was deluded into thinking that anything that could be taken away from the railroads, street railroads, lighting companies, and other public-service corporations was pure gain for the public. They succeeded, it is true, in taking enormous value away from the utilities, but the value was not transferred to the public; it was only destroyed. The value that attached to these utilities existed under conditions that induced owners to put new capital into them, extend the use, and maintain the greatest service. When the public attempted to take value away from the owners by loading the properties with burdens and by insisting upon prices that were less than worth and cost, the public did not add to their own profit, but began to lose conveniences they wished to have, and, in some cases, even ran the risk of losing service, or did lose it altogether, to their own great hardship and cost.

It is curious that property of this kind has been conspicuously selected for attack. It represents a large portion of the country's permanent investment, and the investment has been made to give the public generally the advantages of the great useful agencies that have been the outcome of the last century's scientific discoveries. It is not property carefully sequestered behind a barbed fence, holding to itself technical knowledge devoted to creating benefits and luxury for a favored class. It is for the very purpose of adding to the national life the most widespread use of advantageous service. Of all forms of private property, no other approaches so nearly

to the ideal of socialized property. It is devoted to the service of the whole public, regulated by bodies chosen by the public and plainly put at their mercy. It is not like land, which the individual owner may build upon or not, may use or not, as he pleases; it is not like buildings, which are too similar in kind to the property of the majority to meddle with; it is not like manufactories, which may be operated wholly, or in part, or not at all, which may be torn down or built up or changed, which may produce goods to be sold at the price that seems best for the good of the property; it is not like mines or timber tracts, whose owner disposes of them or keeps them, like any personal property; it is not like the thousand and one objects of portable property, still the most sacred kind and the best protected because most people have some of it.

We hear very much of the "common good," and of the Utopian condition when all property will be for the service of all; when the old rights of ownership will be less inviolable; when control of all property will rest with the common people; and yet the first movement that leads away from purely individualistic control and use is met, not with encouragement, but with suspicion and attack. It seems a pity that so much experience and loss is necessary before the public learns the difficulties in the way of taking value to themselves. The heartening fact is that they do learn it. —RUSSELL ROBB *of Boston, in the Atlantic Monthly for September.*

Names Benefits of the Revising Bureau

By C. J. WALKER,
Supervising Agent, Indiana Division

The revising bureau is, in my opinion, one of the greatest assets to the railroad. Although during federal control these bureaus were abolished, it is with much interest we saw the re-establishment of this department on our own division June 1, controlled by the auditor of freight overcharge claims, with W. H. Turner of the Chicago office in charge.

This bureau handles and revises all the inbound billing for sixty-four agency stations and fifty-six non-agency stations on the Springfield and Indiana divisions, including the large stations of Decatur, Ill., Evansville, Indianapolis and Bloomington, Ind.

On account of the close proximity of the bureau to the stations under its jurisdiction, all waybills received by the bureau are revised the day after their receipt by the local agent, thus eliminating the excessive delay under the old practice of sending waybills to Chicago for revision.

By this prompt method of handling, it furnishes the agent with correct figures, and any errors may be corrected while they are fresh in the minds of all concerned. Thus the bureau serves to localize the business in the territory affected.

In order to be able properly to revise the billing before mentioned, this bureau has a complete tariff file, containing all tariffs which in any way affect the stations handled by the bureau, together with all supplements to tariffs affected. This affords our agents on the division an opportunity to obtain correct information on any of their outbound business which they do not have tariffs to cover. All agents should take advantage of this opportunity, as the correct application of rates saves the railroads of the country great amounts in revenue.

TO SHOW DEVELOPMENT

Birmingham, Ala., will celebrate its fiftieth anniversary October 24 to 29 with an exposition and historical pageant depicting the development of the South's leading industrial city from the building of its first house in 1871. Today the city has almost reached a population of 200,000. President Harding has arranged to visit Brmingham on this occasion, spending the entire day of October 26 there. The pageant will be a record of Birmingham's remarkable industrial development. Its chief episode will show the mining of coal, iron ore and limestone within sight of the steel plants of the city, fabrication of plates for shipbuilding, their transportation down the river to a subsidiary of Birmingham's steel industry that builds great ocean liners, which in turn carry the city's iron and steel all over the world. No other city, it is said here, equals this combination of favorable circumstance.

It has been suggested that we have a column of humor, something on the line of the newspaper "columns" that have made certain initials famous. Here is our start. Most of it is borrowed material—just for a starter. The only initials the column will make famous—or otherwise—are these: "I. C." Come in, folks; the column is yawning for your contributions. There's humor on the Illinois Central. Let's make 'em all believe that the song-writer was thinking of the Illinois Central when he inquired of the world at large: "Ain't We Got Fun?"

OPTIMISM is the kernel of the nut, not the shell.

It's the fine traits of your friend, not his faults.

It is the flowers on the hillside, not the dead leaves under the snow.

It is the opportunity in your job, not the grind.

You choose the kind of world you will live in—and you paint its hue golden or drab, as you will.

Optimism, in a word, is the eye of the soul. It is the color of your vision, that makes you see the fine beyond the coarse, the best beyond the worst.

—SELECTED.

A guy we hate
Is Alex Bunn;
He always says:
"It can't be done."

A bird we like
Is Willie Fry;
He always says:
"I'll surely try."

"Let me have sleeping accommodations on the train to Ottawa," I said to the man at the window, who didn't seem at all concerned whether I took the trip or stayed at home.

"For a single passenger?" he finally said.

"No," I replied, "I'm married, but I'm not taking anybody with me. A single shelf will answer."

"Upper or lower?" he asked.

"What's the difference?" I inquired.

"A difference of 50 cents," came the answer. "Our prices to Ottawa are $1.50 and $2."

"You understand, of course," explained the agent, "the lower is higher than the upper. The higher price is for the lower berth. If you want it lower you'll have to go higher. We sell the upper lower than the lower. It didn't used to be so, but we found everybody wanted the lower. In other words, the higher the fewer."

"Why do they all prefer the lower?" I broke in.

"On account of its convenience," he replied. "Most persons don't like the upper, although it's lower, on account of its being higher, and because when you occupy an upper you have to get up to go to bed, and then get down when you get up. I would advise you to take the lower, although it's higher than the upper, for the reason I have stated, that the upper is lower than the lower because it is higher. You can have the lower if you pay higher, but if you are willing to go higher it will be lower."—

A touching little ballad entitled, "I Wonder If He'll Miss Me," was received one day by a music publisher from a young woman. He read it through and then replied:

"Dear Madam: If he does he should never be trusted with firearms again."

Father—"No, my son, I don't know the Latin for 'people'."

Johnny—"Populi."

Mother—"Johnny! How dare you accuse your father of lying?"

"Mummie, why does Uncle John eat off his knife?" queried the young hopeful.

"Hush, dear!" replied mother in an agonized whisper. "Uncle John is rich enough to eat off the coal shovel if he prefers it."

A couple of old rounders in the old days were sitting in a barroom imbibing cocktails.

Presently one of them remarked, "Do you know, Bill, I think I'll buy this hotel?"

"Wait till we've had a few more drinks," said Bill, "and I'll sell it to you."

She was a fair-haired, fluffy little thing, who had taken a position as saleswoman in a department store. A few days later she met a boy friend and both stopped to have a little chat.

"How do you like your job?" inquired the boy friend.

"Oh, I like it very much," said the fluffy one, "only, they shift me around too much. At twelve o'clock I'm in hats, at three I'm in dresses, at four I'm in lingerie, at six I'm in stockings, and—"

"I'll look you up tomorrow at eight," said he.

"'Tis verra r-reemairkable," remarked Scotty, "how it is ye Amer-ricans make money."

"No more than you Scotchmen," returned the Yank politely.

"I once heard of a couple of Scotchmen who got cast away on a desert island. When they died, years later, they had both made millions trading their clothes back and forth to each other."

He—"We are now coming to a tunnel. Are you not scared?"

She—"Not a bit, if you take that cigar out of your mouth."

Fond Mother to Young Son: "My boy, you must not shoot craps, for life is just as precious to the little craps as it is to us."

Waiter—"Tea or coffee?"

Waitee—"Don't tell me; let me guess."

"Men are really too mean for anything."

"What's the trouble now?"

"Why, I asked John for an automobile today and he said that I must be contented with the splendid carriage nature has given me."

The Father—"How is it, sir, that I find you kissing my daughter? How is it, sir?"

The Suitor—"Great! Great!"

The discharged soldier hastened gladly home to see his wife. He found her polishing the kitchen stove. He slipped quietly up and put his arm around her.

"Two quarts of milk and a pint of cream tomorrow," she said, without looking up.

The young man was telling his sweetheart how he had been attracted to her.

"You were a lovely flower and I was a bee," he explained to her. "I was a mouse and you were a piece of cheese."

And then he wondered why she rose and left the room.

The station master, hearing a crash on the platform, ran out of his room just in time to see the express disappearing around the curve and a disheveled young man sprawled amid several overturned milk cans and the contents of his traveling bag.

"Was he trying to catch the train?" asked the station master of a small boy who stood by admiring the scene.

"He did catch it," said the boy, happily, "but it got away again."

A certain rather well known American writer, while riding in a Pullman car near Winnipeg, fell into discussion with an Englishman from London and a Canadian from Montreal, and was worsted because he failed to have the statistics of the American Navy at his tongue's end. This caused the Londoner to say:

"You Americans are very odd. You seem to know so little of your own history."

A little later a discussion arose as to who was the best known man in England. Dinner hour was approaching and the American said: "I'll wager dinners for the party that the best known man in England is George Wettin, and that I can prove it to your satisfaction."

His companions stared. "George Wettin," said one of them, "I've never heard of him."

"You Englishmen are very odd," drawled the American; "you know so little of your country's history. George Wettin is the present King of England."

Remember
October, Too!

That "Want-To" Attitude

"All my life I have wanted to do this or that," we hear a woman say. And straightway we think of something that we have wanted to do and have not done. Why? Because most of us have a fatal habit of putting off the thing we want to do. Perhaps we have wanted to study French, or read Thackeray, or learn a favorite poem. We feel a certain satisfaction in saying that we have "wanted" to do these things. We fancy it impresses our listener with the idea that we are progressive and not hopelessly in a rut. But talking about the thing is as far as most of us get. Have we really *wanted* to do the thing we talk about? The other day a woman of 56 years received her degree from a great western university. She had the courage to attack the thing she wanted to do, and had been storing up credits by taking subjects in her spare time. It was a slow process, to be sure, but she has accomplished her heart's desire, and her life will be fuller and happier therefor. Don't plead that you are too busy. It is the busy people who get things done.

Perhaps you have wanted to learn to sew or make a hat. In most of the large cities there are afternoon and evening classes in dressmaking and millinery, and by the cooperation of the family the busy housewife can slip away after dinner to attend the coveted class. Tell the family what you want to do. Perhaps they will be mildly surprised; they may even exchange a "What's the big idea?" look. But let them see that you are in earnest, and they will relieve you of the washing of the dinner dishes or of some task which is included in your evening routine. Perhaps it will mean shunning the movies for a season, but what of that? The movies are here to stay, the wise folk tell us, but you may not have another opportunity to do the thing you claim you have all your life wanted to do.

There isn't any reason why you cannot study French or Spanish if you feel so inclined. While you are making the beds or preparing the vegetables for dinner, you can *parlez vous* or *habla espanol* to your heart's content. I will let you in on a secret: I have learned half a dozen favorite poems while ironing. And I have had to blink my eyes to make sure that I wasn't "wandering on some foreign strands"—to the utter destruction of Dad's best silk shirt.

Select the book you want to read and set aside at least one hour in the day for your reading. You will find a book more restful than the details of the latest murder mystery.

Most women feel impatient with the routine of household tasks, and, looking into the future, wonder whether they will go through life suppressing a wild desire to throw off the yoke and get away from the cares of the home. Inject some new interest into your life. Whatever it is you have all your life wanted to do, make a start. Live each day as though it were an adventure. In this way you will get the most out of each twenty-four hours and will come to know the truth of that beautiful line, "Life is just living this day, today—not far ahead."

Household Hints for Home Makers

When making starch, add a teaspoonful of melted paraffin to the hot starch. This improves the finish of all fabrics.

Green vegetables retain their color better if left uncovered while cooking.

Keep dry rolls and leftovers of bread in

an earthern crock—to be ground or rolled and used for crumbing.

Three things to remember about table serving:

1. Food should always be set down before the guests from the right.

2. When a dish is presented from which a guest is to help himself, it should be passed to his left. He can then use his right hand without awkwardness.

3. When a course is finished, remove the plates from the left.

Tested Recipes

BROWNIES. One cup sugar, ¼ cup melted butter, 1 egg (unbeaten), 2 squares chocolate (melted), ¾ teaspoon vanilla, ½ cup flour, ½ cup chopped walnut meats. Mix in order given. Line a square cake pan with paraffin paper, put the mixture into it, and bake in a slow oven. When done, take from pan and remove paper at once. As cake cools, cut in pieces and roll in powdered sugar.

PUMPKIN PIE. Mix together 1¾ cups canned pumpkin, 2 large or 3 small eggs, 1 cup milk, 1 teaspoon cinnamon, ½ teaspoon salt, ½ teaspoon ginger, ¼ teaspoon allspice, ¼ teaspoon cloves, ¾ cup brown sugar. Line a pie tin with paste, add the mixture, and bake three-quarters of an hour in hot oven. Serve with whipped cream on top, sprinkled over with finely chopped nuts.

COFFEE SAUCE FOR PUDDINGS. Mix 2 eggs with ½ cup sugar, a dash of salt, and ¾ of a cup of strong coffee, and cook in a double boiler until slightly thick. When chilled, add half a cup of thick cream, beaten stiff.

PRALINES. Two cups confectioners' sugar, 1 cup maple syrup, ½ cup cream, 2 cups nut meats. Boil the sugar, maple syrup and cream together till a little dropped in cold water forms a soft ball. Cool and beat till creamy. Add the nuts and drop the mixture by spoonfuls on greased paper or plates.

BUTTER SCOTCH. One cup karo syrup, 1 cup brown sugar, 1 tablespoon butter. Boil until it makes a hard ball when dropped in water. Pour into square tins, buttered and thickly spread with nut meats. When cold cut in squares and wrap in oiled paper.

What Can a Poor Man Do?

She: "Dear, that shirt just matches your lovely blue eyes."

He: "Yes, and there ain't a darn button on it."

Waves of the Dune Country

I wandered o'er
The sand-white shore,
Where wave-crests dip and fall;
In whitish foam
They journey home,
Like troops at bugle call.

On Earth's dark breast,
Where heavens rest,
The stately moon sailed by;
Its silver sheen,
A pallid scene,
Surprised my wond'ring eye.

O cresty waves
By moonlight rays
Lit up, in wondrous glory;
In evening's hush
Your swishing rush
Becomes a silent story.

My ear I lend
Your rolling trend,
Whose echo I'll remember;
An interlude
In rhythm smooth
That wooed me in September.

—F. S. Cerny,
Law Department, Chicago.

Every Woman's Duty

If you are slender and would be plump, drink malted milk, chocolate and cocoa instead of coffee and tea.

Back-combing or "roughing" to make the popular puffs plays havoc with the hair. Save your torn hair nets and roll them into little wads to use for stuffing the puffs. Or if you save your combings, these can be made into small pads and will answer the purpose admirably.

From the Shops

Neat and handy is a recipe box. A box 5½ by 3¾ by 4¼, with a fascinating index

for beverages, breads, cake, candies, canning and so on, and a package of one hundred ruled cards on which to write the precious formulae, can be purchased for 65 cents.

A narcissus bowl makes the home cheery on the bleakest winter day. A dozen bulbs can be bought for 50 cents.

Sunfast, fifty inches wide, comes in charming color combinations, and is most practical for draperies.

Satin Canton crepe, plain Canton crepe, crepe de chine, chiffon velvet and crepe satin are among the approved materials for the new fall gowns.

COMMUNICATIONS

How the Typist Can Save

To THE EDITOR: "Back to Normalcy." This expression is a present-day synonym for getting to work and avoiding waste. There are various ways of avoiding waste, and this article deals with one—a small one, it is true, but "many littles make a mickle."

The other day the typewriter repair man came in response to a call. Do you know the accusation which he made against our stenographers? It was that 25 per cent of the machine trouble is due to the dirty and gummed-up condition of the typewriters. My machine wasn't any too clean, but he said that it was in good condition compared with some typewriters on which he had to work. To use his expression, one in particular was so thickly covered with eraser debris that one "could sow potatoes in it."

Visits by the repair man mean money out of the company's pocket. If 25 per cent of the machine trouble is due to failure to keep the machines clean, then 25 per cent of the expense can be avoided. Unnecessary expenditures are wasteful. It cannot be said that any stenographer is thoroughly efficient who permits his or her typewriter to get out of repair through neglect. Take a look at your typewriter.

Typewriters, like other fine mechanisms, should be oiled occasionally at frictional points. A small drop of oil will be sufficient. Dirt and dust accumulate rapidly and will, in time, clog the parts. Therefore, the machine should be freed from dust daily by use of a soft brush and rubbing with a slightly oiled cloth.

You should see my machine now. It shines like a cat's eye in the dark.—TILLIE THE TYPIST.

A Suggestion

To THE EDITOR: In the interest of establishing one name for Central Station, Chicago, and the elimination of the others, have written up a true-to-life sketch of calls heard on various trains pulling in at that station.

"Chicago—all out—far's we go," called out Smiling Bill, as the palatial Panama drew in.

Pulsating alongside the Panama Limited was the suburban train where Handsome Harry was calling off the approaching stop as Central Station.

Lanky Larry, at the same time coming from the north, was informing the patrons that Roosevelt Road was the next stop.

Another conductor yelled Twelfth Street as the name of the same station, while, for variety's sake, Pat put it Park Row.

Let's get together and call it Roosevelt Road Station.—FRED ABRAHAMSON, *Office of General Superintendent of Transportation.*

Some Words About Old Bill

To THE EDITOR, DERE SIR: Old Bill who runs our drill press and punches the holes in the biler plates and truck paches etsetry is a wiked & sinful old feller and has no hoapes for a futer beyond the grave. He heerd the feller argify in favor of a hosspittle in our town, and he noticed that the speeker was pade grate attenshun to. Then Old Bill the sinful sed:

"I notice that lots of fellers harts are just a bustin with symperthy for there feller man, and that these fellers are plum anxius to help there feller men and willing to split there last $ with them. And wood do it. Only gasserline is so darned high and movie tickets kost so mutch and with Kamels sellin at 20 cents a pack they just kant do it and live on there inkum."

Also he sed: That nobody needs a hosspittle anyway as long as they air helthy and aint ingered anywhere. And that of kourse anybody kan see that they aint nessery if they aint never needed one or bin in one. (Old Bill hez bin in 5 kountin army hosspittles.) I herd him tell a aprentise one day that if he wood reed 10 minits every day at noon insted of shootin kraps or playin

7 up that it wood be a big help to him if he didn't reed nuthin but the want adze in the noospaper or Shake a speer.

And he sed: That there is a heap of Sunday religion in this vale of teers and a hole lot of weak day kussedness and he beleeves that the latter poles the biggest vote.

Also: That if musick was took out of this world there wood be mighty little war, dancin or religion going on.

And: That its plum skanderlous for a man with a chaw of terbacker in his mouth to lick his son fer smokin of cigarets.

Then when a feller came a solisitin money for the Chinese Old Bill sed that the Chinks kant help bein yaller in color becus they was borned that way. And he sed that he reckons they think just as much of their children as any other folks do, and that they kant be blamed fer not knowin what they was never taught and that they orter be helped. But I kant see how I kan afford to help them with neer beer at 15 cents a bottle and spring chickens 50 cents a pound.

And his idee is plum skanderlous that if everybody was to tend to there own bizness that they wood have a skanderlous hard job every day of the weak, month & yeer.

He sez that the fackt that wimmen folks marry men folks dont give the men folks the rite to boss the wimmen and make there lifes mizerabul. He beleeves that his wife hez just as mutch rite to smoke & cuss as he hez and that there is a wide yaller stripe in the man that dont treet his wife as an ekual.

He told a aprentise that when he got to lookin back over 45 or 50 yeers of travelin in the rode to the grave that the aprentise wood be plum skared stiff to think how mutch he knowed when he was 18 or 20 yeers old. He sed it was a paneful thing to reckerlect, and that he hez tride reel hard to fergit it.

Old Bill sez that no one aint erbliged to be a sinner if he dont want to. And se sez that outside of kids he aint never herd of no one bein forsed to go to church.

He sed that the averidge man who is a kussin the plutykrats & korperations and who is ginnerally quotin skripter about the rich mans chanses of gittin to heven wood be perfeckly willin to resk his own immortle sole if he hed as mutch money as the man he wuz a kussin.

These foregoin idees of Old Bill air jist samples of his wikedness and sinful disposishun. He orter be expectorated.

Yours very severely,

D. O. GONNIT.

Someone's Mistake

Ten years ago or more I had two immigrants out of Freeport on No. 401. They were ticketed from New York City to Nashua, Iowa, via Chicago and the Illinois Central. I left them at their destination about 2:30 a. m. and thought no more about them until five days later, when I was on No. 401 again and the same two fellows boarded the train at Dubuque with local tickets to Nashua. My curiosity was aroused, but as they could not understand or talk English I could get no information from them, and we left them at Nashua again. I forgot all about them until five nights later, when I was on No. 402 and who should board the train at Nashua but the two immigrants with tickets from Nashua, Iowa, to Nashua, N. C.?

The night watch at Nashua, Iowa, gave me the story:

When they first arrived there they were out of money. To get them off their hands, the authorities bought them tickets to Dubuque. When the Dubuque authorities found out the deal they sent them back to Nashua. Then the Catholic priest took the case up and located their brother at Nashua, N. C., and he telegraphed them a money order. —T. M. Joyce, *Conductor, Waterloo, Iowa.*

A Place to Live

To the Editor: The great question of the day for people is how to combat the high cost of living and the excessive high rental of houses and apartments, also the high cost of the necessaries of life. It can be done if people will take the right road to economy.

Here is Peotone, forty miles from the Twelfth Street Station, Chicago, on the Illinois Central. Many houses for sale. Some as large as eight and nine rooms, and smaller ones with large lots, and moderate in price and in the reach of persons who wish to buy a home. There are plenty of building lots for sale 75 by 160 feet. Peotone has waterworks, electric light, sewers and paved streets, also beautiful shade trees and many fine residences. No factory is here to poison the air with smoke.

We have a fine school-house and high school,

five churches of different denominations, two banks, fraternal orders. We have the Knights of Pythias, the Masons and the Odd Fellows.

The cost of building material is much cheaper here now. Here you can build your house, have a garden and produce your own vegetables for your table. You can have chickens and have fresh eggs every day. A family can live and save 40 per cent on the cost of living, including house rent or payments on a home.

This is not a dead town. We have our social entertainments, a movie show of a very high order, and other attractions come to town.

The Illinois Central runs trains early in the morning and in the evening which will accommodate people who wish to go north and return in the evening.

If the Illinois Central should run suburban trains from Chicago to Kankakee, it would bring many people to live south of Matteson, and so it would be a boom to this town. The price of property will rise with the demand. Here you can have your own home and garden. If anyone wants to see this place, I shall be pleased to show them the town any day, if they will mail me a postcard. We have an efficient station agent, who is always ready to serve the public with smiles for the best interest of the Illinois Central.

Children here have plenty of room to play and live in pure air. I have lived here nearly two years and never would want to live in a large city again or leave this beautiful town, which is more of a summer resort than a small country town.—S. DAVIES, *Pensioned Foreman, Peotone, Ill.*

What an Old Exhortation Means Now

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By GEORGE WHEELER HINMAN

Judge Gary exhorts all Americans who labor for a living to work together for better times. If they do this, the "biggest boom this country ever has witnessed" is ahead of us. This is the burden of his latest interview as given in yesterday's newspapers.

The exhortation sounds old and stale to many, no doubt. Yet, old and stale as it seems, it is just about the freshest and fittest message that applies to business just now.

To a certain extent the controversies that penetrate all American activities are quite natural. Hard times are hard times. Everybody attributes his difficulties to somebody else. Millions are filled with resentment. Multitudes, with little else to do, devote themselves to trying to "get even."

Delaying Prosperity

Let anybody who doubts these statements read the speeches made in industrial and trade and labor conferences, peruse the class and trade newspapers, take note of the speeches in Congress and legislatures.

It is this sort of thing that retards business, checks growth, delays prosperity. England is an instance today of the harm such pulling apart can do. Germany, with all her fathomless troubles, is an example of the good that a little pulling together can accomplish. These two countries show how practical is Judge Gary's message. Here in America the same lesson may be learned. For instance:

Many men in Congress and out exert themselves daily to excoriate the "war millionaires"—23,000 of them created in a year by profiteering; that is the charge. Other men, in Congress and out, cannot forget the riveters who riveted for $175 and $225 a week or the camp carpenters who got $20 or $25 a day at the beginning of the war.

Can't Forget War Incomes

That four-fifths of the $50,000 or $60,000 war incomes have faded away, that the $20-a-day wages have gone the way of $2.50 wheat, that the business situation of 1918 and 1919 is past, gone and not to be recalled, do not seem to impress these men. They find the old outrages and resentments useful in their politics; they figure that they profit politically by controversies among American producers. They incite one group against another, they appropriate money for special groups and classes, send others away empty handed and often unheard, and generally do all in their power to pull apart and embroil the people at a time when co-operation is more important than at any time since the Civil War.

That is not pulling together for national welfare. It is pulling apart for political and personal advantage.

But the inspirational orators of Congress are

not the only ones who daily retard prosperity by their counsels of division and resentment. While many leaders of labor have shown real appreciation of the present emergency, others have been as inept and untimely as any congressman in Washington. Some miners demand that the workers get, all the profits of industry and that the employers get nothing for their money. This demand is repeated at a miners' convention in West Virginia. Here is the idea:

Claim Coal Belongs to Miners

The coal miners produce the coal; its value is what they give it by their labor; beyond that, it has no value; therefore the whole value belongs by rights to the miners; the mine owners and mine operators should be thrown out, should get nothing; what they get now is no better than stolen goods.

That is the old Marxist idea, that never was tried until Lenine and Trotsky tried it. What does it mean? Well, roughly, that a thing is worth just the amount of labor put into it. Therefore, if a blacksmith works as hard to produce a woman's hat as does a milliner, the hat he produces should be worth just as much as the milliner's hat. For further information the reader may submit the question to his wife.

If anything could be more calculated to stop prosperity than this madhouse proposition to drive out of great industry what money there is in it—at the very time when more money is the demand and need of nearly all going concerns—we should like to know what and where it is. Yet the idea, as stated, is being preached throughout the United States to promote controversy, to frustrate employment, to prolong unemployment. In the Chicago building trades it has done its evil work. For setting class against class, neighbor against neighbor, trade against trade, and occupation against occupation, there is nothing like it. Such an idea, if spread widely enough, would pull apart the whole American people.

One cannot enumerate all the influences that retard prosperity by starting industrial quarrels and controversies. The two large examples—one from Congress and one from the industrial field itself—must pass as enough.

Judge Gary's old phrase covered a world of wisdom. We do not have to go to England and Germany to see it. If we want prosperity as soon as possible, we can learn the lesson of how to get it by looking around us any day in the United States.

A Busy Corner—State and Madison Streets, Chicago, Looking North

Them Was the Days

By HORACE

THE other day I turned the clock back forty or fifty years by visiting the quaint and picturesque little hamlet of Jogville-on-the-Lea. It was an experience to set a body to thinking. I used to live in Jogville twenty or thirt—well, quite a while ago. Maybe it was only fifteen years or such matter; time flits rather swiftly, and it's easy to lose count in the hurry and hullabaloo. Say it was twenty-one years and an odd affair of months—that would make me—but you must remember I was only a kid at the time. I went to school in the village. Great period of one's life, school days. So carefree and irresponsible. No suspicion of what we're going to be up against very shortly. The sad part of it is we don't appreciate the fact at the time. We're just rearing to go.

But what I had in mind to say was that my visit to Jogville was a great eye-opener. Jogville stands as a monument to a Bygone Age. It occupies pretty much the same social, economic, intellectual, and moral place in the world's affairs as it did half a century ago. Ancient customs and views of life still survive there. Jogville, like Rip Van Winkle, has slept undisturbed, only there is this difference—Jogville never has awakened. It doesn't know that the war is over because it had no knowledge of the war's having begun. Very likely if you menioned the war in Jogville they would ask you, "What war?" Theirs is the simplicity of the simplified order of existence reduced to its simplest terms.

In this learned diatribe of mine I propose to prove that Jogville has adhered to the true principles of human destiny, while the rest of the world has wandered off on a wild goose chase after false gods. Time was when the whole country was like Jogville—serene, easy-going, somnolent, unharassed, loitering in green pastures and drifting on placid waters, basking in the summer sun and dozing before wood-fires in winter—but the world outside of Jogville has run amuck. There must have been some initial cause for so disastrous a consequence. There is a cause—a prime factor behind the thing. Old Uncle Jason Mosscumber of Jogville put his gnarled and ancient finger squarely on the point of the matter when I talked to him on his gray, weathered, clapboard-roofed front porch. Uncle Jason is rising four-score, but spry of wit. He sat in his hickory chair and plied a big palm-leaf fan betimes. His beard is yellowed with the tobacco juice of many philosophical communings and discussions.

"The railroads is what's ruined the country," he said sagely. "They was the first departure from the old way of doing. All these other things follered after as a matter of course. Steam engines came first—then these here other foolishnesses was only a question of time. Electric telegraphs, telephones, phonographs, and then street cars, autymobiles, and now they've got flyin' machines. One buzzed over here not long ago and like to skeered all the chickens to death. They thought is was a new kind of hawk, I reckon. But it was the railroads that started the world wrong. I recollect when they first built 'em through this state."

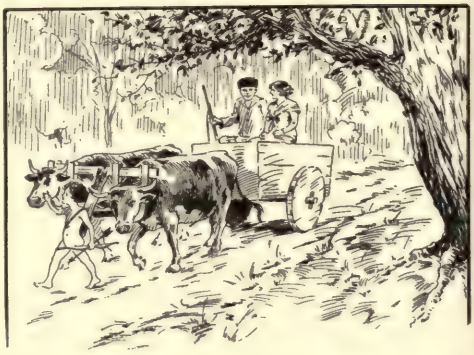
"That was before my time," I remarked rather cleverly.

"Was it?" said Uncle Jason. "So it was.

But I was here then, and I didn't let 'em bamboozle me with their fine palaver. No, sir, not for a minute. I fit 'em right from start to finish. They made their survey smack through the center of this town. Allowed they'd make a city out of Jogville in a few years. They even set stakes where the depot was to be built. And they wanted we should give 'em right-o'-ways and yard sites and what-not, as well as a passel of cash money besides. There was half a dozen of us smarter ones that fit 'em to a standstill. Not only fit 'em but we beat 'em, too. In the end they built their durned railroad another way. Eight miles was as close as they ever come to us. Most of the others are dead and gone now, but I'm still here and I take credit for keepin' the railroad out. Yes, sir. They never succeeded in gettin' in their work on Jogville."

The old man went on to say a great deal more. I learned much from his talk. His store of knowledge was like some untapped reservoir in the midst of a primeval forest. It gushed out pure and undefiled, a virgin stream.

I was able to visualize conditions as they might have been all over this broad land, but for the coming of the railroads with their attendant disturbing features, in a striking contrast with the actual situation as it is. In my fancy I could gaze upon a land flowing with milk and honey—an elysian garden where the meek and kindly oxen yoked to a safe and slow-moving cart furnished the means for rapid transportation. I could see Strephon and Chloe, fond and happy, starting upon their journey to seek their fair fortune in the wilds of the far frontier, thirty or maybe thirty-five miles distant from the spot where they were born. It was a hazardous and thrilling traverse, beset by unheard-of dangers. The country through which they would pass was a wilderness, unkempt, untamed, unshorn. Wild game teemed in the thickets, wild birds chittered in the trees. Wild animals—wildcats, wild deer, wild squirrels, wild rabbits, and other wild and untamed beasts—scuttled amongst the tall grass and wild hazelnut bushes. Any minute, our timorous travelers might be assaulted by wild hornets who deem every stranger fair prey, or half-asphyxiated by the awful fumes of the wild,



spotted polecat, that terrible dragon of the North American continent!

But daring and dauntless those hardy explorers pressed on, and yet on, into deeper fastnesses. Now and then one came back to the old home village, on foot or horseback, bearing tales right brave and heartening, of farther and more remote hunting grounds in the land of the setting sun—a land where the buffalo ranged in herds which blackened the earth and where all manner of fish, fowl, fruit and forage abounded in lavish abandon. It was an attractive picture as those homespun Hotspurs saw and described it, no doubt. Food was plenteous and easy picking—not only food but raiment and fuel. One had but to put out one's hand and pluck what one wanted whenever one wanted it. There was more than to spare. If one's breakfast or dinner flew away or ran into a hole, it wasn't gone for good, merely for the time being. Butter, eggs, mast-fed pork, venison, wild turkey, grouse, quail, geese, duck—those were some of the things our ruddy-cheeked forebears had to eat, all for the asking. They had no use for money. Money was only an incumbrance.

Then the railroads and telegraphs were built. What happened? The wilderness was wiped off the map. Wild game scooted into the gloaming to return no more. The buffaloes vanished, and with them the deer and wild turkey and wild bee-trees. Where the squirrels once chattered and the lark and redbird once piped a merry lay sprang up smoky and clangorous cities. The 6-o'clock din of factory whistles drowned out the musical crowing of the barnyard cock and

the gentle lowing of Minnie, the red cow. Vast and tremendous industries came into being—lumber and brickmaking mills to manufacture materials for no other purpose than to build more and more enormous buildings. The land became cluttered with houses. People engaged in a mad scramble to invent and set going all sorts of complicated machines. They burrowed in the earth to get various metals to make more machines to manufacture more different commodities to sell to more people who must busy themselves at all sorts of work to obtain money to purchase more commodities. Somebody invented a cookstove to take the place of a hook to hold a kettle over the fire, and then another genius contrived a lamp to take the place of the tallow candle for illuminating purposes. The rest was merely a process of mathematical progression. Puncheon floors were replaced by polished hardwood, and so on to marble tiles; hot-air and steam heating plants supplanted the ancient backlog, and the porcelain bathtub came into vogue. Edison and his contemporaries tamed and harnessed the lightning.

Progress seized the bit in its teeth and bolted.

Today we whirl in a frenzied dance of delirious energy. We seethe in a never-ceasing, intense and feverish orgy of strenuous endeavor. Our modern world is engaged in a mad race to do it all in a day.

Strephon reserves a Pullman drawing room for Chloe on the Limited, and they hie them a couple of thousand miles across country for a couple of weeks' vacation. From the observation platform they can glimpse an occasional humble tiller of the soil perched upon his tractor riding the waves as his gang-plow cleaves a 10-foot swath across the fertile main. That gink will plow more ground in a day than his ancestors could have accomplished in a week. Perhaps Strephon and Chloe will stop off for an auto trip through a park or around a lake, or to see a canyon, going or coming. And in a month's time at most you'll find them back in their modern apartment on Boulevard A with S. about to close up a contract involving a couple of millions just for a starter.

Money has got to be one of the mighty essentials.

Meanwhile the twin tapes of steel, over which purr the giant locomotives with their trailing appendages of luxurious, vestibuled coaches or mile-long strings of freight cars, stretch like a spider's net over all the land. They reach and touch every dim and outlying corner, bringing the delirium of Progress into every nook and cranny. There are very few spots, I reckon, where they haven't brought the smell of coal smoke and the clang and clatter of commerce. They've surely put the everlasting period to the lazy quietude of simple life. Look what they've brought to every little village in their path! Moving pictures, player pianos, vacuum

cleaners, ice in summer, strawberries out of season, electric lights, mail order catalogs, daily newspapers, tin lizzies—I could go on and on and enumerate a list of plagues until Congress got through debating the disarmament question and still not get half through.

To a person of my phlegmatic temperament, with a growing tendency to rest upon my laurels rather than lunge and cavort about in an endeavor to supplant somebody who really wants to work, the railroads have disrupted the country. They've destroyed all chance for a fellow to sit on the front stoop of his little log cabin and listen to the jimpson weed pods popping open in the sunshine. The whippoorwills have just about all vanished, and nobody ever goes 'coon-hunting on drizzly nights in the fall of the year, any more. It doesn't hardly pay a person to keep a hound dog these days—some tourist will come rip-roaring down the public road and run over him and be fifty miles away before his dying yelp has quit echoing.

People have quit wearing boots and knitted mufflers, and going barefoot in summer time. This is an age of shoes and silk shirts. We've reached the point where we've dispensed with the necessities of life and gone in for the luxuries. Why, people would look askance at a man who would wear a coonskin cap and let his hair go without cutting for a year! My word! And you don't shave with soap nowadays; you shave with *cream*.

Just a little picture in closing to give you-all an idea of what this country would be like if it weren't for the confounded railroads overrunning the earth in every direction. The best way to drive a fact home through the solid osseous and stucco structure which encloses the average intelligence is to drive it.

Geographically speaking, we would still be where we are, nationally known as the United States of America, and able to lick all comers. Boston, Mass., would still be at one end of the famous Post Road, a couple of days' fast drive from the thriving city located where the Hudson empties into the bay. Washington, D. C., probably would have been abandoned as the national capital in favor of Princeton, N. J., or Mauch Chunk, Pa., or some other place closer in to the center of population. There would be a mail stage twice a week to Philadelphia from Trenton. Pittsburgh, Cleveland, Cincinnati, Indianapolis, Toledo, Milwaukee, Detroit—and all such places—would be merely trading points where folks could buy calico, yarn for knitting, powder, bar lead, cowhide boots, and steel traps. Chicago would be too windy and cold for anybody except the hardiest to try to stay in from November to June. St. Louis would be a big city of five or six thousand population when the trappers were all assembled in the spring. Kansas City would be a village of five hundred souls, and Little Rock, Fort Worth, Albuquerque, Phoenix, Los Angeles, Portland, Seattle, Spokane, Butte, Cheyenne, Denver, Lincoln, Omaha, St. Paul, Minneapolis, and Des Moines probably wouldn't have ever happened at all, or if so, only very slightly.

The South would have prospered in spots, no doubt, and would have taken pride just the same as it does now in its horses and its women. The Robert E. Lee and the Natchez would still be in commission as fast packet boats between St. Louis and New Orleans. The rest of the country would be a trackless virgin empire dotted with an occasional clearing where the sound of the wood-chopper's axe might be heard when the supply of firewood happened to run low, but otherwise with silence unbroken save by the rat-tat of a festive woodpecker or the honk of the wild goose at eventide.

No smoke, no noise, no dust. No pandemonium of hooting whistles calling people from their beauty sleep at sunrise; no glare of blinding lights to cleave the sable curtain of night; no raucous squawking of motor horns to wake the sainted dead sleeping so quietly in the burying grounds on the shadowy hillside.

No clamorous factories and mills. No foul-odored packing plants with their endless strings of refrigerator cars. No teeming beehives of 30-story office buildings with their innumerable thousands of ant-like workers. No nothing.

Nothing but peace and quiet, except for the evening song of the katydids and the matin madrigals of the birds. If a body wanted a taste of fresh meat for a change, all he'd have to do would be reach down

the old squirrel rifle from its pegs over the cabin door and take a little saunter around down the ravine below the spring, presently to knock over a fat yearling buck or a turkey gobbler. No work; no worry; no money to be afraid somebody might try to take away from you by hook or crook; no income tax returns to stew over; no tires or gasoline to buy.

No gas, water, and electricity bills to pay; no plumbing to keep in repair; no coal shortage to watch out for. Of course, in case of emergency when somebody broke a leg and needed a doctor, he'd have a neat little spell to wait, but he wouldn't have anything else to do while he was doing it.

If a man were elected to Congress from Northwestern Montana, for instance, his term of office might expire before he ever reached the capital, but it would make him famous as a traveled person if he ever lived to get back home.

Best of all, there wasn't so much law-making and law-giving in the early days, and wouldn't be now if it weren't for the railroads. Somebody is always trying to pass a new law to regulate the railroads, or to unregulate 'em, or something. They've made it too easy to hold office and draw money for mileage. That's another count against 'em.

I hope I have drawn a lifelike and clear-cut picture of America as it is and as it might have been. It seems to me that it ought to give us pause when we consider all the things we can lay at the railroads' door. Think of the countless grafting politicians who made their first steps on a downward path by trying to practice blackmail tactics on some railroad. Think of the absconding bank cashiers who have found it possible to get away by means of a passing passenger train. If there hadn't been a train handy the country constabulary would have nabbed these villains in short order. The railroads have much to answer for besides bringing phonographs into our midst.

I hark back again to Jogville-on-the-Lea. Thanks to Uncle Jason Mosscumber and Old Man Skinner and others like them, the railroad passed Jogville by. That was forty-odd years ago. Jogville at that time had a population of perhaps three hundred. Some have died and moved away since, in the natural course of events. I have an idea that there are at least a hundred and fifty left in the village—maybe there are only a hundred and forty-five, but anyway the town is just like it was. There isn't a tiled bathroom in it nor an electric fan, washing-machine, or vacuum-cleaner. It has remained pure, unsmirched, chaste and undefiled. There isn't a paved street, hardly a sidewalk even. It is placid, serene, untroubled, remote from the hustle and blatant blather-scather of so-called civilization. It would, to my mind, be one of the quietest places in the United States in which to live and move, and have one's being. And I don't know of a quieter place one could find in which to die.

Thanks to the fine foresight of a few far-seeing and devoted men, the railroads utterly failed in their nefarious purpose of making Jogville into a City.

FARMERS PRAISE US

The Illinois Central has recently been getting some effective publicity from farm organizations, such as the American Farm Bureau Federation and the Illinois Agricultural Association, because it was the first railroad in Illinois to make a reduction in carload rates on agricultural limestone handled within the state. This reduction, figured on shipments from Kankakee to eight other stations on the Illinois Central which formerly cost from 70 cents to $1.12 a ton, averages 15 cents a ton. It went into effect September 26. The total consumption of agricultural limestone in Illinois last year has been figured as 359,000 tons. A 15-cent reduction on this would save the farmers almost $54,000. The Illinois Agricultural Association predicts the use of approximately a million tons a year. On this the new rate would mean a saving of approximately $150,000 a year to the farmers. According to the American Farm Bureau Federation, Illinois has 20,000,000 acres of acid soil needing lime treatment. Half of this acreage is in southern Illinois. For proper treatment this should have 10,000,000 tons of limestone in one year, and 5,000,000 tons annually after that. An increase in corn production of five bushels an acre could be looked for, which would add 100,000,000 bushels a year to the state's production.

CLAIMS DEPARTMENT

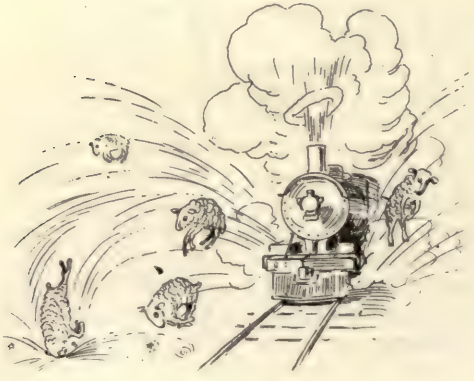
Some Tales of Sheep

The morning dawned; the locomotive belled,
Once, twice, and again,
And a sheep leaped up, a sheep leaped up
From the pond in the grass
Where the wild deer supped . . .
—(Apologies to Kipling).

By J. O. S. SANDERS,
District Attorney, Jackson, Miss.

As an Illinois Central train sped along through the gray of early morning, the engineer was startled to see a number of shadowy forms leaping and tumbling along the track, directly in front of his train. The bell was set ringing, and the sharp staccato lasts of the whistle, known as the stock alarm, were promptly sounded, but the impact of the pilot with solid bodies warned the engineer that the unavoidable had happened. Investigation disclosed that a flock of sheep (Southdowns and Cotswolds, of course) had strayed upon the track. Eighty-five of them were killed and counted on the track and right-of-way. How many more died was never known, as the waters of the Yacona River, near by, probably swallowed up many more, which seems likely, in view of certain rather *outre* results which shall be set forth later on.

The owner of the sheep promptly filed his claim for damages—Southdown and Cotswold valuation. The claims department of the railroad promptly and fully investigated the claim, and the legal department, with the return of the file, advised "no liability." The claim was rejected, and suit was brought, the amount demanded being on the same basis as the claim: viz., Southdowns and Cotswolds.



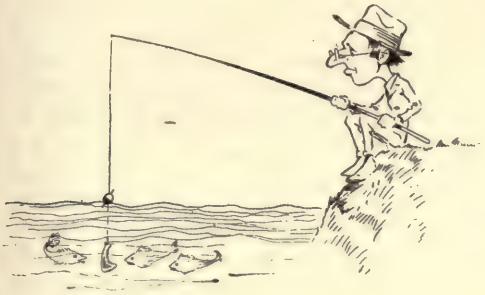
A Verdict for the Defendant

Thus far there is nothing unusual about the case, but here we strike the unusual note, which, with other unusual things, justifies the telling. Upon proper instructions, the case went to the jury, and that apostolic twelve *promptly returned a verdict for the defendant.*

Evidently the capable local attorney of the railroad had hypnotized the jury; the plaintiff's attorney felt justly outraged, and, of course, he took an appeal. But the railway company's luck was not to be broken, and the Supreme Court affirmed the judgment, *per curiam. Per curiam* literally means "by the court"; the lawyers say, freely translated, it means the appellant was a nut for taking the appeal. Howbeit, the plaintiff had just that much more costs to pay.

This would seem to be the end of the story, but wait and you shall see that these sheep, like some of their famous predecessors, had brought their tales behind them.

There is a saying among lawyers that it is a poor law-suit that won't breed many more. This one is no exception to the rule. Not long since an ingenious young lawyer wrote the claims department of the Illinois Central for one of his clients, saying that the dogfish in Yacona River, having had a taste of mutton from the sheep knocked into the river by our



train, had left their watery abode nightly to invade his client's pasture, killing his sheep (Southdowns and Cotswolds). Our chief of the department of ichthyology advised the claims department that dogfish never inhabit fresh-water streams, but are salt-water fish. A near cousin to the dogfish, found in fresh waters, is the catfish, but cats have never been known to kill sheep. After receipt of this information, the claim was declined on the advice of the legal department.

The Fish as an Epicure

The next claim made was by another resourceful limb of the law, who said that his client was a fisherman who earned his livelihood by selling catfish and buffalo which he caught from the Yacona River. Since the drowning of the sheep in the river, the fish had developed a taste for mutton and would take no bait except lamb chops or lamb fries or mutton broth. He found this bait too expensive, as there was nothing but purebred Southdowns and Cotswolds in that neighborhood. As to the broth, there was no way to stick it on his hooks. In consequence, his method of livelihood was completely gone, and he thought the railroad ought to pay for it. The legal department advised that this claim be rejected on the ground that, while the story might be deemed sufficiently plausible to be accepted by the jury, the damages were too remote.

Another has complained that the ghosts of the departed sheep bleat in the river at night and disturb his slumbers. He wants damages. This claim was declined for obvious reasons.

There is one break in the chain of complaints. The last communication on the subject was from a young couple who are carrying on an industrious courtship and go canoeing on the river on moonlight nights. They say that the moaning of the spirits of the departed lambkins, rising from the river at night, is most romantic—in fact, that it rivals the music from the Singing Sands of Pascagoula, named after the final wail of a maiden of the Pascagoula Indians who, despairing because her lover returned not from the wars, committed suicide by plunging into the river.

Thanks for the Words of Cheer

Our chief of the department of ichthyology says the sounds heard by the courting couple are most likely caused by the drumfish, which abounds there and makes a sound which, with the aid of a healthy imagination, can easily be likened to the moaning of the departed sheep. Nevertheless the claims department wrote a letter thanking this couple for their words of cheer, the chief saying he was glad to know that someone was getting pleasure out of a

deplorable accident. He admitted privately, however, that it made him feel sheepish to write such a letter.

The plaintiff's attorney is threatening to have the law amended, requiring engineers in charge of locomotives to keep a look-out for trespassing rams, lambs, sheep and mutton, and he may succeed—much unwise legislation originates with dissatisfied litigants. Until the law is changed, however, the railroad may hope to continue to defeat sheep cases like the one that furnished the foundation for this story.

The file in this case is being kept open for the reception of other consequential claims. It is apparent that the result of knocking a ram into a river is as uncertain as shooting an arrow into the air or singing a song.

A Good Law Enforced in Iowa

A recent decision of the Iowa Supreme Court brings to mind the statute enacted by the legislature of that state in 1917 to curb the activities of a certain class of lawyers who were engaged in soliciting personal in-

jury cases and bringing suits outside of the state. The decision in question is in the case of a suit brought by a widow through the solicitation of a firm of lawyers located in Minneapolis. Under the heading, "A Salutary Check," the St. Paul *Pioneer Press* has the following to say about the decision referred to:

Iowa has a good law intended to prevent citizens of that state from carrying personal injury cases into other states, when the injury occurred in Iowa and the defendant can be legally served in that state. It is a good law, and the supreme court has upheld it. If the same law were general in the states Minnesota would be spared the nuisance and expense of the imported damage suits which take the time of our courts and do not, as a general proposition, make for exact justice.

The case in question may or may not have involved ambulance chasing. It appears, however, from the records, that a man named Spoo was killed on the Rock Island road in Emmet County, Iowa, and his widow appointed administratrix of his estate. It was represented to her—the same old story—that it was easy to get heavy damages in the Minnesota courts, and a Minneapolis law firm was recommended for the job. Terms were arranged and suit instituted in Alexandria, Minn. Then a new phase was introduced.

The railway company applied to the Emmet County Court for an order directing the widow to dismiss the action in Minnesota—where obviously it had no business—leaving her unrestricted in the right to sue in the Iowa courts. The Emmet County Court did not see the point and denied the order, but the supreme court brought it up with a turn, citing the state law, reversing the lower court and remanding the case for action accordingly. The widow can sue the railway company and get all the damages to which she is entitled, but she must go into court where she lives, where the accident occurred and where all the witnesses are at hand.

Good for the Iowa law and the court that upheld it! Iowa at least will bother Minnesota courts with no more of these pestiferous imported cases. Now if all of the states would write this law in their statute books it would end a system of which Minnesota long has complained and of which advantage was taken by not over-scrupulous attorneys.

Sample Conversation

"Hello, dear."
"Well, how do you do?"
(Smack! Smack!)
"Did you have a good trip?"

"Splendid! It was perfect! You know the Illinois Central started a 'Fuel Economy' month September 1, and the perfectly wonderful engineers and firemen don't make a bit of black smoke now. Just out of Louisville, the conductor asked if I were comfortable, and then he told me I could look forward to a delightful trip to New Orleans. He explained all about their 'Fuel Economy' month during September, how much money it would save the railroad and how nice it would make traveling for the public, with no more black smoke to dirty our faces and soil our clothes.

"At first I thought he was trying to jolly me, but he wasn't. He was a perfect gentleman and told me nothing but the truth. I watched all the way to New Orleans, and, sure enough, there was no black smoke.

"The train arrived here on time and was on time at every station.

"I'm surely glad I came on the Illinois Central!"

—Overheard in Waiting Room at New Orleans.

The Passing of "Beauty Boy"

Frequently our domestic animals display more good common sense than some persons do, but they, as well as humans, seem to have an uncontrollable desire to frequent railway tracks. An occasional claim is received because of the sudden death of a dog who has miscalculated the speed of a train, but until recently the Illinois Central System has not, so far as is known, been asked to pay for a cat. If any cat has heretofore permitted a train to cross its carcass, no complaint thereof has been filed by its owners.

However, such a claim has now been made at Shaw, Miss. The cat in question was no common barn-yard or house variety. The claim is accompanied by a written and registered pedigree which bears evidence of the fact that the subject of the claim, a Persian cat, was known as "Beauty Boy," that his blue-blooded sire was "Black Ballywoo," and that his mother took first prize in the white, golden-eyed class of 1917.

"Beauty Boy" was born July 15, 1920, in the aristocratic state of New Jersey, which

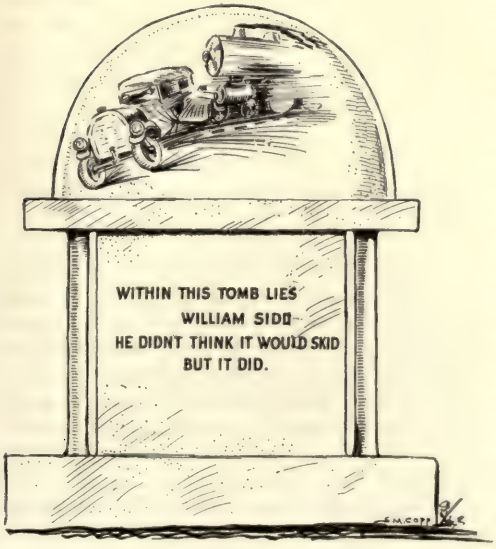
makes proud boast of the number of presidents who have hailed from its confines. It also raises a fine grade of peaches (both human and fruit) and has the largest mosquitoes on the American continent.

"Beauty Boy," like many two-legged aristocrats, had probably had his blood enriched at the expense of his gray matter, impairing the natural shrewdness, sagacity and fleetness of eye and foot of the feline family. His mistress had considerately provided him with a consort of his own class, but, true to the instincts of the male of some human as well as animal families, he wandered from home. Because of his ancestry he disdained the back-yard fence, which is the common courting ground of the less noble representatives of his tribe. Instead, he betook himself to the railway track.

No doubt he relied upon the fact that in New Jersey blue blood is given the right of way, but in the Delta of Mississippi blue blood rides in the parlor and buffet cars and flirts with death by railway train only when ensconced in a high-powered 7-passenger automobile approaching a grade crossing, when the result is too often the same as that which happened to "Beauty Boy."

When one thinks of the lightning swiftness with which a cat pounces upon a mouse or a rat, it is almost a compliment to note that a Y & M. V. train came out best in a speed contest with "Beauty Boy."

S. M. Copp and C. D. Cary herewith present No. 5 in their series of epitaphs:



AT NEW ORLEANS

The old Spanish tiled building shown above is the oldest house in New Orleans. Situated at Chartres and Ursuline streets, it lies within the "Vieux Carre," or "Old Square," of the French Quarter. It was constructed in the early part of the eighteenth century.

WATER SOFTENING PAYS

The Illinois Central during 1920 made a saving of about 120 per cent on its investment in water softening, according to figures quoted in the September 17 issue of the *Railway Age*. The investment was $247,801 in treating facilities, represented by twenty plants, and the cost of the treating process was $69,684. The gross annual saving was $382,684, while the net saving was $292,456. Water treated amounted to 1,149,370,000 gallons, and 2,547,609 pounds of scaling solids were removed. The gross saving from water treatment was arrived at by taking 15 cents as the aggregate saving effected for each pound of scaling matter removed by the treating process and prevented from entering the boiler, from which the net saving was obtained by subtracting the interest and depreciation of the treating plant, the cost of chemicals, and the cost of operation, maintenance and superintendence. The value of 15 cents was taken as the equivalent for 1920 of the value of 7 cents arrived at in 1911 and incorporated in the report of the water service committee of the A. R. E. A. for 1914.

What Patrons Say of Our Service

Some Extra Service on Freight

The following letter was written by J. R. Henderson, a patron at Shelby, Miss., to Agent P. J. Rhyne of that station:

"I thank you very kindly for tracing the shipment of a car of feed. This car had been delayed in reaching Shelby and had seriously inconvenienced my customers. As I understand it, you located this car in Memphis this morning, after your local freight had arrived here without this shipment, and late this afternoon the car was delivered here by an 'extra,' which will certainly be of much more benefit to my customers than for this car to have remained over in Memphis for the regular routine of business Monday and possibly longer. So I want you to know that I appreciate your effort to get this shipment to me and if you have an opportunity, thank the fellow at the other end, too, for I know it required the efforts of your co-workers as well."

A Word for the Dining Service

The following letter was received by the dining car department from the Rev. P. N. McDermott, pastor of SS. Peter and Paul Church, Atlantic, Iowa:

"Permit me to send a word of commendation relative to the excellency of the service in your dining car department. I especially want to commend the 100 per cent service on the part of one of your stewards, William Schott. I dined under his supervision some few weeks ago and want to tell you how much I did appreciate his efforts on that occasion. Last Sunday evening I had a similar experience with another of your men. It was on the evening train out of Council Bluffs, leaving there at 5:25 p. m. and destined for Chicago. I did not get his name, but I want to include him as well. You are sure lucky to have such efficient men in your employ."

Appreciates a Personal Effort

Following is part of a letter written by the Calumet Baking Powder Company, Chicago, to Local Freight Agent I. C. Barber at Herrin, Ill.:

"We thank you for your letter, and we certainly appreciate the personal effort which you made in this case. While we cannot request local agents to go too far beyond their local duties in the interest of a shipment, we certainly appreciate it when the agent handles the case as efficiently and completely as you did this one. We trust the opportunity will present itself to reciprocate the favor you have done us in this case."

This excellent service rendered the Calumet Baking Powder Company was given by Clerk H. L. Tygett at Herrin, according to the report of Superintendent W. Atwill of the St. Louis division.

Recovered a Lost Package

Mrs. W. E. Doerle, 1610 Maple avenue, Evanston, Ill., recently wrote to the baggage and mail traffic department as follows:

"A letter of praise and appreciation in behalf of one of your employes is the object of the present writing. I left Chicago Monday, May 9, at 9:45 p. m., and my husband and I in some way left a small parcel containing two hats on the counter of the ticket office windows. When I arrived in St. Louis I expected to find them checked with my suitcase, which was not the case; then it occurred to me that they were left at the place they were found.

"Someone was kind enough to turn them in, and the baggageman on the train, a Mr. D. L. Trotter, I believe his name is, put himself to the trouble of looking the package up, finding it, putting it on his train and bringing it back to St. Louis; then he called me.

"If you can reward this man for his kind interest, courteous manner and obliging honesty to your passengers, I shall consider it a personal favor. I always travel to and from St. Louis and Chicago on the Illinois Central. I truly appreciate this favor and recommend him to your favorable consideration."

Gave the Panama Limited a Trial

Adolph Mueller of the H. Mueller Manufacturing Company, Decatur, Ill., recently addressed the following letter of appreciation to Agent George A. Lavery at Decatur:

"I visited New Orleans this week, going via Illinois Central to Mattoon, making connection with the Panama Limited and returning on the same route.

"The Panama Limited has fine equipment, and the accommodations are, without a doubt,

equal to those of any train in the United States. The conductors, the porters and the waiters in the dining car do everything within their power to make the trip of those traveling a pleasant one, and I greatly enjoyed it.

"I thought you would be interested, and for that reason am writing you this letter."

A Suburban Service Incident

Commending efficiency on the Chicago suburban service, W. R. Betham, 137 North Wabash avenue, Chicago, recently wrote the following letter:

"I take great pleasure in highly commending for exceptional efficiency your rear man on northbound train leaving South Shore at 5:11 p. m., city time, today, which I boarded and handed him my South Shore to Hyde Park (home station) ticket. I intended to go to Randolph and thought I would see if he would let me go through on the short ride ticket, so I changed my seat for that purpose.

"I had played golf all day and was very tired, which caused me to doze off; so I did not hear him call Hyde Park, but he had his eagle eye on me and asked me to hand over 22 cents, the fare from Hyde Park to Randolph.

"I told him that his failure to have me get off at Hyde Park would cause me a lot of trouble and delay to a dinner engagement and that I certainly would call your attention to it. He begged me not to do so, as he was making every effort possible to render good service, and he certainly succeeded in this instance.

"In order to relieve his feelings of anxiety and to encourage him in his good efforts, I sincerely hope that you will kindly apprise him of this letter."

Praise Like This Is Praise Indeed

The following letter to A. U. Sawbridge, city passenger agent at Chicago, is especially important because it was written by Harry M. Eastman, assistant manager of the *Hotel Bulletin* and chairman of the transportation committee at the recent convention in New Orleans of the Greeters of America, an organization of hotel men:

"Have only been home a short time from the convention at New Orleans and I want to take this occasion to thank you, and through you the officials of the Illinois Central Railroad, for the courteous treatment and splendid service accorded those who traveled to New Orleans over your line. Every one was thoroughly pleased with the way the special train was handled and with the general courtesy shown by you and also by the officials in New Orleans in arranging for the return of those coming back via the Illinois Central. It will always be a pleasure for the Greeters to recommend your road and to use it whenever possible.

"Your dining car department is also to be especially congratulated for the wonderful breakfast given to those on the train going into Memphis. Many of the delegates stated that it was the best meal of the convention."

Took Care of Sick Traveler

The conductor referred to in the following letter from E. C. Correll to Superintendent J. M. Walsh of the Memphis division is Mack Mahoney, referred to in a letter from Superintendent Walsh's office as "one of our oldest and most efficient passenger conductors and thoroughly imbued with the spirit of chivalry." Mr. Correll writes:

"The writer wishes to express his appreciation for the treatment tendered him on your Clarksdale train leaving Memphis at 4:45 p. m. May 17.

"I was taken suddenly ill after the train left Memphis, and both your conductor and flagman rendered every assistance that they possibly could. The conductor endeavored to have me transferred at Lula, Miss., but due to the painful conditions that would have arisen from this transfer, he found it impossible to do.

"However, your conductor wired physicians at Clarksdale, Miss., made reservation at the hotel, also had an automobile in waiting on arrival of the train, and, as I have mentioned above, rendered assistance that will never be forgotten by the writer.

"I feel that, in justice to the conductor, your company should be commended for the spirit of personal efficiency and would appreciate your advising the writer of the name of the conductor handling this train, in order that I may personally write him a letter thanking him for the attention shown me.

"The writer has occasion to use the Illinois Central a great deal in traveling out of Memphis for his firm, and I want you to understand that treatment extended me was of such a personal regard as to prompt me to write this letter."

Sends Business Our Way

Fred Parkinson of the Hood Rubber Products Company, 31 South Franklin

street, Chicago, recently wrote from Springfield, Ill., as follows:

"In appreciation of the excellent service the Illinois Central has maintained during the past troublous times, I wish to express my personal thanks. While most other roads allowed their service and equipment to get badly disarranged, the Illinois Central remained as usual.

"As a traveling salesman, you can rest assured, I gave the Illinois Central preference whenever possible during my travels. You can also credit me with considerable freight tonnage, as I always routed freight by Illinois Central unless a dealer wished otherwise, and was always glad to inform the dealer why."

Praise From a Band Leader

The following letter to General Manager A. E. Clift is from R. F. Riley, major in charge, Alee's Band and Patrol, A. A. O. N. M. S. It was written from the Hotel Savannah, Savannah, Ga.

"Having just returned from the Des Moines trip, we would be very ungrateful if we did not give some expression of appreciation for the wonderful service rendered while on your road.

"Out of Birmingham we found Captain A. W. Ellington on board, with Captain C B. Blackman in charge of the train. Mr. Ellington was most gracious in his eagerness to see to our comfort, while Mr. Blackman left nothing undone to see that we had everything that could be had, and to make our trip one never to be forgotten.

"As a gentleman and a real train conductor we have never met his equal. He can answer more questions in the nicest way than anyone else we have ever known.

"On our return, we found him at Jackson, Tenn., ready to bring us back, and we were a happy bunch to see him.

"We go to 'Frisco next year, and we want your road to handle us. We want Mr. Blackman with us, as he is the kind that we like. You have a wonderful railroad, and the service could not be improved upon."

Attention to a Baseball Team

The following letter is from Theo. F. Nehlsen, manager of the Simmons baseball team of Kenosha, Wis.:

"I wish to take occasion to compliment the Illinois Central on its treatment of the Simmons baseball team, on the trip to Springfield and Decatur, Ill., the past week. According to the plan laid out by your Mr. Mottz, when he solicited the business, we left Chicago on your Diamond Special Thursday evening for Springfield. One of your represenaatives came down to the train to ascertain if everything was satisfactory. This little personal touch was very much appreciated.

"On our return trip from Decatur, your Decatur local representative called us on the 'phone at the hotel Sunday morning, informed us that our car was in town, told us where it was placed, and what time we would leave that evening. This relieved us of the necessity of running around to ascertain details. When we came to take the train that evening, we found everything just as your representative had said we would.

"And I want to compliment the operating department, the switchmen at Decatur and Clinton, on that freight train. Never have I experienced such careful handling of a passenger coach on a freight train. One would not know that he was being handled on a freight train.

"Just want you to know how splendid everything was, and how much we appreciate the handling by all concerned.

"Hope to have occasion to use the line again in the near future."

Look Back With Pleasure

The following letter to City Passenger Agent A. U. Sawbridge at Chicago was written by Peter M. Munn, secretary of the Chicago Master Plumbers' Association:

"On behalf of the Illinois-Wisconsin delegations of master plumbers to their national convention at New Orleans, June 7, 8 and 9, 1921, I desire to express our sincere appreciation for the most delightful trip over the Illinois Central lines.

"Leaving Chicago Sunday morning, June 5, on four special Pullmans, including parlor-library observation car as well as a special dining car, we feel that we have good reason to look back with pleasure to our trip to the South. We certainly feel indebted to you, not only for your courteous and considerate treatment at all times, but for the very excellent arrangements so suc-

cessfully carried out by you during the entire trip.

"Our delegates were particularly impressed and pleased with the table d'hote meals served enroute. It was expressed by Jacob Schuh, chairman of the Milwaukee delegation, that never at any previous convention had we traveled under such excellent arrangements and his opinion is the unanimous view of all of those who made the trip. The courtesy and attention of your train crew were all that could be desired, and the fact that you were able to land us in New Orleans two hours ahead of our schedule was something we all greatly appreciated."

One Trial Convinces

The following letter was addressed to President Markham by A. Good, secretary of the Marks Isaac Company, New Orleans, La.:

"At the urgent request of your city passenger agent, S. B. Mitchell, I have just returned from a round trip to New York City, via the Panama Limited.

"You know when something fails to suit a man he loses no time in sending in his complaints to headquarters; rather poor rule that does not work both ways, so why not go to headquarters when something pleases, just as well?

"Just to let you know how I enjoyed both the trip up and home, all I can say is that it will be Panama Limited for me all the time, after this. I wish especially to compliment you on the excellent service both my wife and self enjoyed on your train, from the conductor down to porters. The uniform courtesy and ever-readiness to please, and to insure the passengers' comfort, our best roads can take an example from."

Some Successful Solicitation

The following letter to H. J. Phelps, general passenger agent, was written by E. P. Howard, 325 Camp street, New Orleans, La.:

"I think it only fair that you should know the circumstances of one of the men in your service being responsible for my trip over your road.

"I had a party of three guests—Adolph Dumser, vice-president of the Whitney Central Trust & Savings Bank, New Orleans; Dr. P. Jorda Kahle, a well-known physician of this city, and Charles T. Henshall, a broker—and we arranged to visit Jersey City on the occasion of the Dempsey-Carpentier fight.

"I spoke to the head porter, Mr. King, at the St. Charles Hotel, about securing me accommodations for this trip, planning my trip to Jersey City via other railroads. While I was talking to Mr. King at the desk, a gentleman presented his card (Ike Greenberg, whom I subsequently learned was in your dining car service), and he suggested that the best way to go to Jersey City was via the Illinois Central to Chicago and from there to New York City.

"Mr. Greenberg appeared rather plausible in his representations of the merits of your road, and accordingly I instructed Mr. King to buy for me five round-trip tickets (including one for my negro servant), to Asbury Park, via Illinois Central Railroad, which he did and for which I gave him my check.

"When I got ready to leave here, much to my surprise I found the same gentleman who had induced me to make this trip, in uniform, in one of your dining cars on the Panama. He was uniformly courteous to my party, and I take this occasion of saying to you that in my thirty-five years of travel, I never had better service or better food anywhere.

"I am not in the habit of writing letters commending or decrying service, because I am too busy, but I think this is a circumstance which should be brought to your attention."

Whole Service Complimented

The following letter was addressed to C. M. Kittle, senior vice-president, by C. L. Wallace, receiver for the Texas & Pacific Railway, New Orleans, La.:

"Unfortunately it has been necessary for me to travel rather extensively during the last six or eight weeks, but fortunately I have been able to make use of a considerable number of your trains, especially the 'Panama Limited' between Chicago and New Orleans. The courtesy and attention given by your employes on this train is particularly noticeable, not only by myself, but by other patrons, and I wish to assure you that the many compliments I have heard

with respect to your passenger train service would be of great pleasure to you and your associates.

"The compliments speak well for, not only your passenger, but also your freight train, service, and I am sure that each of your patrons will provide a soliciting agency for your property which will well repay you for the earnest endeavors you have given to provide a service equal to, or greater than, what the public pays for."

Train and Service Unexcelled

The following letter to President Markham was written by Joseph Haspel of the firm of Haspel Brothers, New Orleans, La.:

"It was my pleasure to travel on the Panama Limited, Train No. 7, from Chicago to New Orleans on July 1.

"After having made a trip from New Orleans to the Pacific Coast and after having traveled on a number of railroads, I feel that I am in a positon to express to you what a great train the Panama Limited really is. It is unexcelled for cleanliness, safety, speed and service.

"I want to give special mention to your dining car No. 3991. I can truthfully say of the service on this car, the meals and the prices by far excel those of any railroad on which I have ever traveled, and I have traveled on most of them, South, East and West.

"I feel that the traveling public must appreciate this service."

Likes the Dining Service

The following appreciation of our dining servce is from Charles W. Cuddy, sales manager of the Home Furniture Company, Fort Dodge, Iowa:

"It has been necessary for me to use the Illinois Central a good deal during the past few months, in fact more than ever before, and I believe in telling the good things as well as complaining about the bad. I wish to state I have never received more courteous treatment than at the hands of your stewards. In particular I would like to mention the name of Mr. Teal. He surely has been fine, and men like him place one in a home-like position on a dining car. Your service is splendid."

Restored a Lost Pocket-Book

J. J. Hayes, of Amboy, Ill., writes:

"I wish to compliment you on the honesty of John Krueger, employed by the Illinois Central at Freeport. I was a passenger on Train 132 on July 19, 1921. I had the misfortune of losing my purse while on this train, but thanks to the honesty of Mr. Krueger and the courtesy of the Illinois Central in their efforts to locate me, the purse was returned to me. I thank you and Mr. Krueger and trust this example of honesty will be followed by other employes and the Illinois Central will maintain its 100 per cent efficiency always." (Coach Cleaner John Krueger found this pocket-book and turned it over to the chief clerk, who found a registration card showing Mr. Hayes as being connected with the Fruit Dispatch Company at Dubuque. The superintendent's office at Dubuque advised that Mr. Hayes was at Amboy. The chief clerk then took the matter up with the agent at Amboy, and Mr. Hayes was located and identified the pocket-book. The pocket-book contained $40 and a few receipts.)

Quick Action on Lost Keys

M. T. Normoyle, 4542 Indiana avenue, Chicago, Ill., writes as follows:

"I take the liberty to let you know that I appreciate the kindness and courtesy that was extended to me last night while looking up a bunch of keys that I lost on the South Shore Line coming from Hudson Lake, Ind. I dropped them while changing from one car to another to make room for more people getting on at Lake Park and never realized it until after getting off at Woodlawn, when someone told me that he heard something drop when we changed to the other car. I notified the information woman at Woodlawn, and she said she'd phone to have the car man look out for them and for me to phone Wabash 2200, or better still, take the next train to Randolph street and inquire at the Lost and Found Office, which I did. To my surprise a man was waiting for my train to come in to give them to me. They had been found, and in a hurry to get them I forgot to get his name. Will you see that he knows, as well as the others who made it possible for me to receive them so quickly, that I appreciate all that was done for me in such a short time? I surely will boost the Illinois Central."

Service by a Pullman Conductor

The following letter is from C. E. Durst, department of fruit and vegetable marketing,

Illinois Agricultural Association, 608 South Dearborn street, Chicago, Ill.:

"I want to take this opportunity to tell you of the kind treatment I received from one of your employes. This incident happened some time ago. I got off the Pullman at Carbondale and while I was talking with some people that met me there my suitcase was carried away with other baggage.

"J. R. Wooldridge, in charge of the Pullman, went to a great deal of trouble to locate this suitcase. He finally found that it had been put on another train and sent toward Benton. He followed it up by wire and succeeded in getting the suitcase returned.

"In these days we expect to see more or less inconsiderate treatment on the part of railway employes. This condition is, however, not nearly so bad on the Illinois Central as on most other railroads. Mr. Wooldridge's desire to be of service to patrons was outstanding, and I am writing this letter to let you know about it. If more railway employes were like Mr. Wooldridge, it would be a fine thing, both for the railroads and for the general public."

Two Little Incidents of War and Peace

On a memorable day in October, 1918, when the woods of the Argonne Forest should have been shining peacefully in the haze of fall, but instead were torn with the shells and trembling with the thunder of the American advance, two young men, both Mississippians, went forward with the 114th Infantry of the 29th Division to do their bit for the freedom of the world. One was an Illinois Central employe; the other, a young planter from Tchula. They had gone overseas together from Camp Gordon, Ga., had been assigned to the same replacement division, and were buddies. Fate held in store that day for one the supreme sacrifice, for the other a return to his native land, though gassed and wounded. James W. Nash, carrying ammunition, fell dead not twenty feet from L. D. Myers, his tentmate.

Mr. Myers returned to Jackson, Miss., and resumed his duties as night baggage agent in the Illinois Central passenger station. For some inexplicable reason, the record of the death of Nash was not made clear, and fully a year after the armistice his parents were obliged to advertise in the papers for any available information as to his whereabouts. An ex-service man in Texas told the parents they could obtain positive information from Mr. Myers. They visited him and heard the history of their son's faithful service and heroic death. After this, the matter passed gradually from Mr. Myers' memory, only to be brought to his attention again a few days ago in a most unusual manner.

When he arrived at the station one evening to enter upon his regular duties, his attention was first directed to a coffin, draped in the glorious Stars and Stripes, bearing on its lid a wreath of palm leaves tenderly placed there by the Veterans of Foreign Wars when the coffin passed through Atlanta, Ga., from Hoboken, N. J. With no particular thought of who it might be, but in accordance with his usual custom, he looked for the name and regiment on the box. To his startled gaze there appeared "James W. Nash, Private, Company I, 114th Infantry." The buddy who had fallen by his side three years before had come home to be buried in Jackson, in beautiful Cedarlawn Cemetery, guarded on his long journey by a detail from headquarters, and covered with the flag for which he had given his all.

The world is small, indeed. From the Argonne Forest to Jackson, Miss., is a long journey; yet it was not too far for many of our boys to travel when Freedom called, nor was it too far for a paternal government to carry back the body of one whose parents desired that he should lie in the soil of his native land.

This little incident carries no particular moral or message. Many Illinois Central men were among those who went to France; many returned, some did not. It is, however, interesting to note that three years after they had been separated by death in a foreign land, one, still in the pursuit of his railway calling, should handle, in the course of his routine duties, the body of his tentmate from whom he had parted long ago in battle.

ACCIDENT AND INJURY PREVENTION

Shop Keeps a Score

OUR shop force at Centralia, Ill., is alive to the prevention of accidents and injuries, as is evidenced by the plan, put into effect January 1, to create a spirit of rivalry among foremen. The plan is to determine who can run his department with the least number of personal injuries.

A daily record is given on a bulletin board, placed in a conspicuous place in each department, as is shown in the pictures appearing with this article. This record gives the number of days this year that department has been run without a personal injury. When an injury occurs, the foreman of the department is required to change the number on the sign to 1 and begin over again.

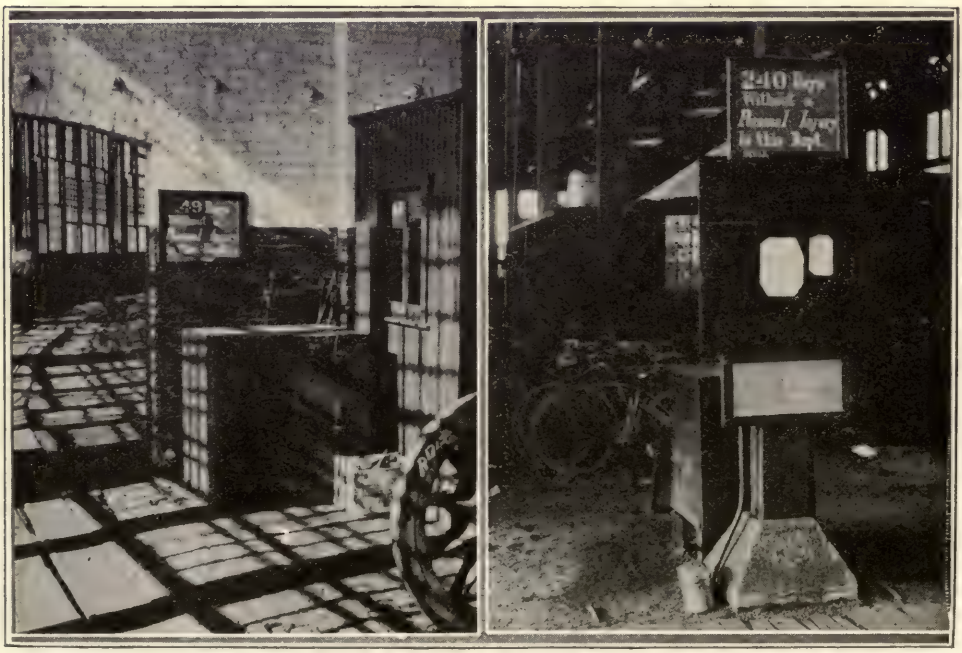
In the car department Gang Foreman J. R. Stull, Air Foreman J. Lipsey and Mill Foreman Sisson had a clear record to September 22, having gone 265 days each without an injury in their departments. In the locomotive department, Tin Shop Foreman C. E. Knight had a clear record for 174 days, and Roundhouse Foreman Westbrook had a record for 123 days. The records of the other locomotive and car department foremen are shown below:

Locomotive Department

J. A. Winkler, Machine Shop	79 days
J. A. VanPatten, Erecting Shop	72 "
L. R. Porter, Blacksmith Shop	71 "
D. W. Potts, Boiler Shop	43 "
R. A. Willard, Night Roundhouse	15 "
Fred Eller, Carpenter	7 "

Car Department

R. D. Sheetz, Gang Foreman	84 "
J. Schneider, Wrecker Foreman	61 "
B. F. Correll, Gang Foreman	32 "
C. T. Hill, Steel Car Foreman	82 "
L. E. Sinks, Gang Foreman	119 "



Safety Score Boards in the Centralia, Ill., Shops

Safety Work Shows Results at Burnside

By R. T. NEWBERRY,
Chairman, Burnside Safety Committee

SAFETY in a railway shop carries a meaning of greater significance than is realized by the average employe. It is not so much the continuous cautioning by the safety committee, posting of illustrated bulletins on the bulletin boards, and the constant warning of "Be careful" by the foremen — the co-operation of the worker himself counts most.

Our plant is one of the largest of its kind in the Middle West, and, as everyone knows, the larger the plant and the greater the number of employes, the greater the increase in the risk and probability of accident. Here, however, an organization has been perfected whereby each individual senses the responsibility not only of his own welfare but of that of his co-worker also.

The railway shopman of today fully realizes that this great safety movement, which was put into effect about twelve years ago with great expense to the company, has been the means of saving the lives and limbs of probably thousands of men. I honestly believe that it would be impossible to find a railway shop anywhere in the country with more fully equipped safety devices, better sanitary conditions and a supervisory force readier to give their hearty co-operation to the committee than we have at the Burnside Shops.

Since each member on the committee is instructed to keep a close watch for any irregularities in his department, he is always ready to make reports when we have our regular inspection of the plant, the first of each month. A full report is written up and forwarded to the general foreman, who in turn notifies the foremen in whose departments defects have been reported, so that they will give them prompt attention.

Accidents, as a rule, are more numerous at times when business increases on the road, which requires an increase of the working force in the shops. New men are hired. Being unaccustomed to their new surroundings, strange faces and so on, they naturally become nervous and excited. In an unguarded moment, with their minds on something other than work to be performed, they meet with an accident. This applies to practically all industrial plants, statistics will show.

In the freight car repair department, a dangerous problem has been solved by the general foreman of the car department, making it possible to place a blue flag—which is so important in this branch of work—on a car in any position so that it cannot be blown off or knocked off, but must be removed or put on in a mechanical way in a very short time (an up-to-date safety device).

Many such improvements have been made in the locomotive department also. These improvements have been the means of reducing our accidents, as the following figures will show. They cover all accidents to shopmen under the jurisdiction of the shop superintendent.

	1920	1921
January	90	47
February	93	48
March	122	43
April	102	69
May	116	83
June	128	108
July	149	134
Total	800	532

CO-OPERATE FOR SAFETY

The Illinois Central is co-operating with the Chicago Safety Council in carrying out a "No Accident-No Fire" week in Chicago from Saturday, October 8, to Friday, October 14, inclusive. The effort is effective within the Chicago manufacturing zone. The campaign is being conducted as a part of the semi-centennial of the date of the Chicago fire, which occurred October 9, 1871.

SPOKE AT PADUCAH

Judge R. V. Fletcher, general solicitor, as a representative of the Illinois Central, spoke on the railway situation while a guest of the Rotary Club at Paducah, Ky., September 7.

St. Louis Banker Points Out Necessity for Priming Business Pump

John G. Lonsdale Declares That Govermental Encouragement of the Railroads Is the Biggest Thing Just Now

The following interview with John G. Lonsdale, president of the National Bank of Commerce, St. Louis, Mo., and vice-president of the national bank section of the American Bankers' Association, was recently given at Los Angeles, Cal., in connection with the convention of the association.

ECONOMISTS are talking in deductions, theories and charts of what caused the business hesitancy, or what will revive the already improving business conditions.

To me, the necessary remedial measures are more nearly typified by my remembrance of "down on the farm" days. I recall that on excessively hot days when fagged human energy necessary to the harvest of a bountiful crop was revived by the cooling drafts of good old well water and when the securing of that trickling coolness depended often on the half-dipperful of water necessary to prime the old pump. Sometimes, through oversight, no water was saved at the pump, and I've walked a mile or so for enough water to prime the old pump. Once started, the refreshing water flowed freely, but the half-dipper of priming water was the important factor in obtaining it.

Business Needs "Priming"

Certain conditions have used up all the "priming water" around the "pump" of American business, and while the same attributes of prosperity are just below the surface, it is the duty of American business men, and especially bankers, to use the tremendous power of their collective efforts toward the supplying of "priming water," that the golden stream of prosperity may again flow through America. There exists every incentive for the "priming" of business; first of all, we are the richest, strongest nation on earth, and it is not becoming to our war valor to allow nations far more affected by the conflict to "beat it back" to normal ahead of us.

The growing army of unemployed, now officially estimated at five million, should of itself spur the desire to speed up before winter is too far advanced.

Bankers of the United States should, with proper caution, further extend, in the intelligent use of our growing reserve, for the irrigation, the "priming"—the rejuvenation of legitimate business enterprise.

The financier worthy of the best traditions of American financing is, and has been, extending efforts along these lines, and it remains for the public to engender stability through a similar courageous attitude. These two elements, backed by a more solid and sympathetic disposition of the government toward a general resuscitation, will "round the corner" in trade.

Start With the Railroads

The government's further assistance could in no wise be so effectively and substantially expressed as in "priming" the railroads back to normal through the passage of legislative measures, making available for the transportation system of the country a half-billion dollars in credits. Such action seems especially feasible, as it involves merely the transfer of financial holdings from one governmental agency to another, and does not necessitate raising additional funds.

While every industry is entitled to, and should get its share of assistance, the most effective stride toward more healthful conditions lies with the railroads. Transportation forms the artery feeders and the basis for our commercial life. America's commercial life can never far exceed its railway facilities.

The mileage, motive power and rolling stock of the railroads are on a pre-war basis; there has been no railway development in more than five years.

The normal growth of traffic in the country has during that period been very rapid. It can be fairly demonstrated by figures on tonnage at the St. Louis gateway. For the five years endng with 1920, tonnage in and out of St. Louis by rail and water increased substantially 40 per cent; that is to say, in 1915 the tonnage was substantially 52,000,000

tons and in 1920 substantially 72,000,000. Obviously, to keep pace with this growth of traffic, carriers should, of course, increase their facilities to the same extent.

On a Return to Recovery

With the helpfulness of the so-called Transportation Act, the railroads are in much better shape now than a year ago, and with the kindly interest of the public until the full effect of the Transportation Act can be brought to bear, plus governmental extension of further credits, these keystones of American progress, the great continental carriers, are on a fair return to recovery.

It is estimated that in 1921 railway earnings will amount to $500,000,000, or about 3 per cent on the investment. It is fully apparent from this that the railroads are in need of governmental "priming." Few investors can be expected to hurry their funds into the development of the transportation system for a 3 per cent earning; the roads must be restored to their once attractive, though not excessive, earning power.

There are those in this connection who maintain that the high level of rates is responsible for the decline of business. Rates have little to do with the situation. As a result of the power delegated to the Interstate Commerce Commission, rates are now practically made by that body, and are in substantially all important cases the same between given points, thus eliminating competition so far as rates are concerned. Service, however, is much more improved in developing and sustaining the commerce of this country than the measure of freight rates. Service is dependent on the ability of the carriers—a matter of more equipment and development; more directly, credits. This the government is in a position to extend.

Start a Cycle of Activity

Aside from the pivotal position of the railroads in our commercial life, and the supreme importance of speeding up the head of the procession of progress first, the stimulating of the railroads to activity in replenishing and improving their facilities by the purchase of material and supplies will establish a cycle, not the vicious cycle of war wages and commodity prices, but one of healthful commercial activity. The placing of equipment orders means a quickening in American business in all the ramifications of the hundreds of plants making railway supplies. When it is considered that the railroads alone normally consume 35 per cent of the lumber output of the country, the importance of immediately applying the "priming" process to American railroads as a means of general business resuscitation is only too fully apparent.

There is business in America today in every nook and corner, in just as good a measure as ever. Although dormant now, it merely needs "priming" like the old country pump, to start the profitable flow—the interchange—which, in its total volume, spells prosperity.

ABOUT TRAVEL IN JAPAN

Travel in Japan has long ceased to be what Kaempfer described it two centuries ago, when the backs of men or horses bore the traveler and his belongings along the highways. All along the seafront the steamers ply; narrow roads penetrate most parts of the interior and Japan now has a good railway system throughout the main island, with shorter lines in the three other large islands.

One of the transforming agencies has been the jinrikisha—properly called "kuruma"—which is used throughout the empire and has forced good roads. This big baby carriage takes only about three and a half feet of space, weighs as little as twenty-five pounds and will carry a load of 250 pounds.

The railways, now taken over by the government, are rather of the European than the American type, remarks an exchange. They are built with great care and solidity, the slopes exactly shaped and grassed, the short bridges of stone, the longer ones of iron. The stations are at present in about the same condition as those in America forty years ago; but the government has under construction a splendid central terminal in Tokyo. Trains run very slowly; even the expresses make under thirty miles an hour, but make up for it by remarkably low fares—about 2 cents a mile for first class and a third as much for third class. The cars resemble those of Switzerland, always with connection through the train; but the first and second class coaches are more or less subdivided into coupes and staterooms. With few exceptions the train and station hands are all Japanese; but among them one person at least is likely to speak English, so that the foreigner gets on easily by himself.

Remember October, Too!

Saving Stationery

Reprinted by permission from Railway Purchases and Stores Magazine, August issue. Illustrations by courtesy of same magazine.

By G. W. SCHROEDER,
Stationery Storekeeper

RETRENCHMENT, not at the present time or future alone, but at all times, should be looked upon with utmost consideration. This, I presume, has been witnessed by everyone during the past three years, at least. However, it seems that procrastination is being practiced too extensively in connection with retrenchment along certain lines, which is primarily due to inadvertence on the part of various persons in the progress of their daily work.

First of all, the average person who is employed in the capacity of clerk or stenographer in a large corporation is not in close touch with the department handling vouchers or invoices, and consequently has no conception of the enormous amount of money that is expended each month for stationery. The result is that little or no attention is given to the use of stationery or office supplies by many individuals, and the consequence is a large disbursement in the stationery account each month.

How often are requests made for certain forms to be printed on expensive bond paper, when, if the matter were carefully scrutinized, it would be found that common manila paper would serve for the purpose required. Undoubtedly many thousands of dollars are spent each year by various companies for the sole reason that matters of this kind have not been taken into consideration along the lines of retrenchment. Additional expense is also incurred when this so-called bond paper reaches the office and is promiscuously strewn about the desk, with the result that from five to ten sheets from each pad are rendered unfit for the purpose required, due to careless handling. Often a pad of forms is allowed to remain on a desk at night and become soiled with dust, instead of being carefully placed in a drawer. An average loss of this amount on each hundred sheets purchased would no doubt prove to be a considerable amount if a report were submitted in dollars and cents.

Use the Right Sort of Paper

It will also be found that many clerks have acquired the costly habit of using bond paper for scratch paper instead of some cheap paper which would serve the same purpose, thus entailing unnecessary expense. I can safely say

Figure 1.—Showing the general bin arrangement for storing stationery.

that a precedent has not as yet been established in many places to retrench along these lines on many railroads.

Furthermore, it might be well to look into the loss caused each year by misuse of envelopes. Did it ever occur to you that your office boy is using a large number of No. 14 envelopes for letters or notes that could possibly be sent out in a much smaller envelope, such as a No. 6 or No. 10? This is done frequently, and the additional expense involved in so doing will no doubt represent a large figure at the end of each year.

The abnormal amount of pencils used each year is undoubtedly due to inadvertence on the part of the consumer when he or she puts the pencil in the sharpener and forgets to remove it until a great part of the pencil has been cut to shavings.

There are many other items classed under stationery where heavy losses are unconsciously being experienced each year by many companies, and, inasmuch as stationery used by the majority of corporations represents a great amount of money, I am sure a close check on its use would warrant the time spent and result in retrenchment.

Figure 2.—Illustrating the method of filling orders by employing trucks.

Should Estimate Needs Carefully

Another important factor is making requisitions on the storekeeper for stationery, for, by anticipating your wants and not overstimating them, a great waste is eliminated. Paper, above all other supplies, when exposed for any length of time, deteriorates in value and is rendered unfit for the purposes required. Great care should therefore be exercised when making requisitions for it in order to avoid carrying on hand a large surplus which will deteriorate and later be sold as scrap paper, at a great loss. The phrase "Anticipate your needs" cannot be too strongly emphasized when contemplating retrenchment. It should also not be overlooked if you are underestimating your wants, necessitating the use of the telegraph wires for such items as have been omitted; by entailing this additional expense for your company by having to work telegraph operators overtime in order to get out all telegrams, you also necessitate placing of special rush orders at an abnormal price.

In connection with what has already been said, there is outlined in the next few paragraphs the system which has been adopted by the Illinois Central to curtail all stationery expense wherever possible.

In Figure 1 you will note the bin arrangement by which most of the stationery is taken care of. All bins bear form number of item carried in them and are arranged in numerical order according to form numbers used. This facilitates handling of requisition, for all items ordered by the various offices are arranged in numerical order on requisition, and consequently it is not necessary to travel through any aisle more than once in the process of filling an order. All printed forms are placed in bins face downward in order to protect them from dust. This system, you can readily see, is one of utmost importance, for if it were not enforced a great loss would be experienced each year due to destruction of expensive forms on account of being soiled by dust. This is a matter that should be taken care of not only by the stationery storekeeper but by all using stationery.

Trucks Used in Filling Orders

Trucks as shown in Figure 2 are used when filling orders. They are wheeled from one

aisle to another until the entire requisition has been filled, when they are wheeled to the shipping room, where shipments are packed in stationery cases such as shown in Figure 4. There are in use approximately two thousand of these cases, all of which are numbered in order that proper record may be maintained at all times to ascertain where each case is located. These cases are made of oak and reinforced with sheet metal, which preserves the cases for a great length of time. All cases are protected with a specially prepared seal, record of which is also maintained to facilitate tracing shipments.

Material is shipped in package when the quantity for any certain station does not warrant using a regular stationery case, at which time the shipment is carefully tagged by a special baggage check which is used for stationery purposes only.

All material, whether put up in cases or packages, is loaded on baggage trucks and conveyed to the baggage room by electric tractors.

All requisitions, before being sent to the stationery storekeeper for handling, are referred to various supervising officers for approval, and in this way stationery expenses are curtailed, for many items are canceled from requisitons due to the fact that they have been ordered without using discretion.

In Figure 3 is a sketch of the requisition book used by agents for ordering all stationery supplies. In this book are listed form numbers of all items of stationery which are used by both freight and ticket agents. This book, you will note, is ruled in such a way as to provide space for detailed information in connection with material, such as "amount on hand," "amount ordered," and "amount sent." It is requested that all agents show amount of each item on hand when making requisition in order that the division auditor, to whom these books are forwarded for approval, may readily check up the book and ascertain whether or not the agent is ordering in excess of his requirements. These requisition books, as shown in Figure 5, are so bound as to enable forwarding of them from agent to division auditor and return without the use of an envelope, thus curtailing a heavy expense each year.

Stock Book Indispensable

The stock book, as shown in Figure 6, has proved indispensable after being in effect for a short period of time, and we trust you will understand the reason, after it has been thoroughly explained. The fly-leaf, or form GSK 6A, as shown in Figure 6, provides place for unit, description, purpose, average monthly consumption, weight or other information in connection with stock item. These fly-leaves are interleaved with form GSK 6 and when bound in loose leaf binder appear as shown in Figure 6. Form GSK 6 contains a complete stock record of each item listed, section 1 showing amount of material due, it being ordered prior to January, 1921. For example, refer to the section in upper left corner opposite form 230, the first form listed under the heading "January."

How Form Is Handled

This section is divided into fifteen smaller sections, providing space for all necessary information to be entered in connection with form 230, section 1 showing amount of 300 due on requisition prior to January, 1921, and section 2 showing amount on hand when inventoried January 1. Section 3 is provided for notations of transfers of material to other

STATEMENT OF MATERIALS AND SUPPLIES RECEIVED AND SHIPPED

No.

Date January 10 1921

To General Storekpr. Division

The following material has been RECEIVED at Stationery Dept From Jones Paper Co.

The following material has been SHIPPED to C. & W. I. R'y Co's From Chicago, Ill.

CAR NO. AND INITIAL	PUR. AGENT REQ. NUMBER	QUANTITY	DESCRIPTION OF MATERIAL	THESE COLUMNS TO BE LEFT BLANK						
				INVOICE REF.		FREIGHT BILL REFERENCE				
				MONTH	REF. NO.	PRO.	AMOUNT	WHO PAYS	MONTH	BILL NO.
	412	10 M	form 688	1	2145		Truck			

SEE INSTRUCTIONS ON REVERSE SIDE Receiving Clerk

Figure 3.—A most important record showing receipts of stock.

Figure 4.—Shipments being packed in stationery cases all of which are numbered and record carefully kept of routing

storehouses along the line. Section 5 should show requisition number for material ordered during the current month. The other sections not mentioned are used to record receipts, there being 100 of form 230 received on January 6, leaving a balance of 200 still due on requisitions dated prior to January. The balance still due is carried forward to the section provided for this information under the heading "February," thus enabling the person placing orders to anticipate intelligently the requirements for the following month.

The receiving record, or form 1169, as shown in Figure 3, is without doubt the most important record kept in the stationery department, and it is needless to say that such a record cannot be given too close attention. This record provides place for car number and initial in which material was received, and the necessary column for requisition or order number. Listing of order number on this record facilitates handling of invoices, for this information must also be shown on invoice when submitted for payment, in order that it may be readily checked against order. All shipments, whether special or stock, must be forwarded to stationery storekeeper for original checking. The shipment listed on form 1169, shown in Figure 3, was purchased for the agent at Coles, Ill., and this information must always be given in order to show what disposition was made of material and that transfer bill may be issued to cover.

Handling Records

Necessary columns are provided on this blank for invoice reference and the information in connection with the freight bill covering the shipment in question. After a double check of material received and all information avail-

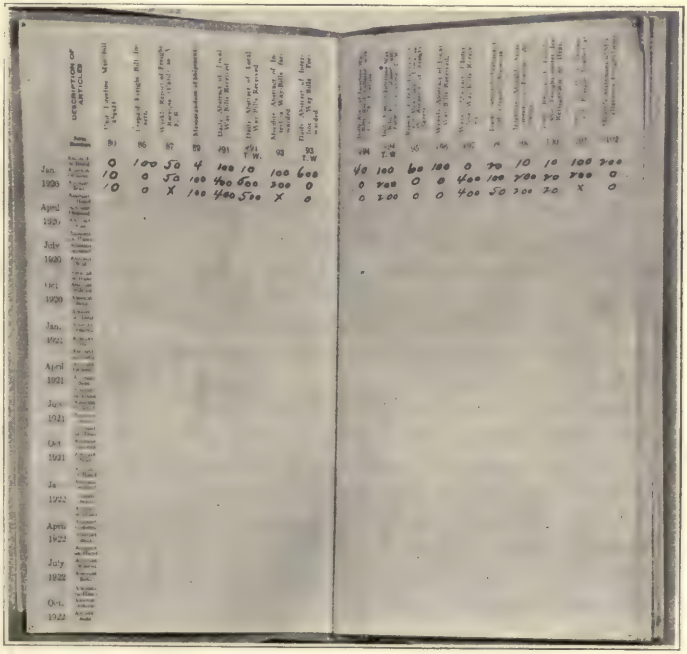


Figure 5.—Stationery requisition book furnished using departments for ordering stock. Size 8½x11 inches

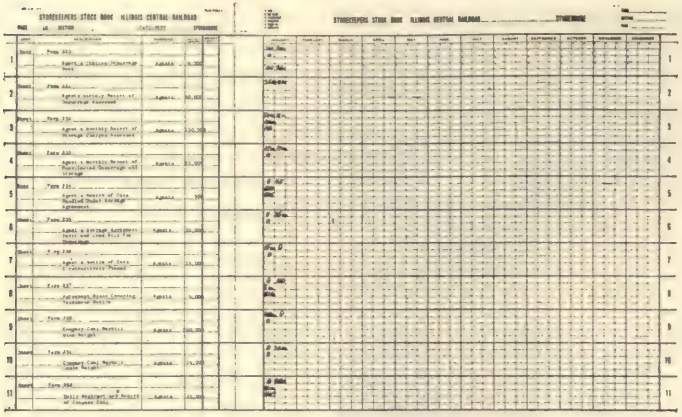


Figure 6.—Sheet out of stock record book. Fly leaf (size 9x14) shown at the left is bound in with the record sheet (size 14x16) on the right

able has been shown on this receiving record by receiving foreman, the records are delivered to the accounting department, where they are filed in alphabetical order according to firm name from which material is received, and also in numerical order, thus enabling the accounting department to locate them rapidly when checking invoices against them, ascertaining whether or not material as listed on invoice has actually been received.

All invoices covering material purchased are forwarded directly to the purchasing department, where they are checked against order. Original and storekeeper's copy of invoice are then sent to storekeepers for their approval as to receipt of material. Invoices after being checked against the requisition in the storekeeper's office are checked against receiving record, and when found to be correct are approved, given serial number and listed on an abstract, which, together with original copies of invoices, is forwarded to the purchasing agent, where vouchers are issued to cover.

Things We Should or Should Not Do

Save steam and you save coal.

We must all lend a helping hand and get power and equipment ready for business when needed.

Make your steps count.

The Illinois Central is making a fine showing. Are you helping to do this?

Prepare for the winter.

Pick up all old material. If it cannot be used again, it can be sold for scrap. This will help the treasury.

Strike the iron while it is hot.

Watch instructions on loading and handling of cars. Considerable saving can be made by carrying out instructions.

Wrap up your electric fan for the winter. You will need it next summer.

Clean up before the snow covers those dirty spots.

Do you help to reduce fuel costs? If so, keep it up. If not, get busy.

Keep your cattle guards in good condition. It may save a stock claim.

Why not have all your steam joints tightened for the winter?

Help get some more business—freight or passenger. We can handle it.

Now that you have had your vacation, help the other fellow. He helped you while you were gone.

PLANNING FOR EXERCISE

"Grab an oar in the Ship of Youth, bound for the State of Good Health, in the Gulf of the Great Out-Doors. Banish from your mind all thoughts of old age. Retain your youth through health-giving exercise." Thus reads the organization prospectus of the Illinois Central Athletic Association of New Orleans, plans for which were being laid about the middle of September. An initiation fee of 25 cents and a desire to qualify in some sport were the only requirements laid down by the organization committee, which was composed of Henry Reinhardt and Remy Bosio, addressed at the local freight office, Saratoga and Poydras streets.

Remember

October, Too!

Traffic Department

Getting Foreign Freight

By J. W. RHODES,
Foreign Freight Agent, Chicago

THE solicitation of foreign business is deeply interesting, even more so than the solicitation of domestic traffic, although both are fascinating work. There is something about this work that compels one to keep plugging to obtain a shipment, even though he learns it has been routed via a competing line.

The routing of export freight may be controlled by shippers, consignees, forwarders, steamship agents, or sales agencies; therefore the opportunity to obtain it may occur only just before a shipment actually goes forward. This, of course, is not true of large or regular movements, such as grain, foodstuffs, implements, iron or steel, etc.

Inland rates are fixed, and there is little difficult in convincing patrons of the most favorable port in this respect, but the ocean rates are variable, making it necessary to ascertain rates on individual shipments from different ports. Generally the freight will move via the port through which the total inland and ocean rates, insurance and other costs, are lowest; however, this is not always the case. The purchaser in the foreign country may stipulate the route in his contract; he may be buying freight near some particular port and desire it all forwarded on one steamer; therefore, a slight advantage in costs may not control the movement. Again, the sailing date or the class of service controls the business.

Work After Shipment Is Booked

When a shipment is booked, it is then necessary to have it forwarded in ample time to make the steamer. Bill of lading, export declarations, and documents must be prepared, consularized, and forwarded to the steamship agent. Our work is completed only when the shipper is furnished with the date of clearance.

At present there are sailings by reliable steamship lines from New Orleans to practically all the principal ports of the world. Shippers and others interested are furnished by our department with circulars which show steamship lines, ports of call, dates of sailings and other general information, and we are in a position to obtain favorable ocean rates.

The movement at present consists largely of foodstuffs. Because of the exchange condition in foreign countries, general commodities are not moving so freely as they would under normal conditions; however, it is but a question of time until they must move because of surplus production in this country and the needs of others.

Some Angles on Import Work

In import work it is necessary to solicit manufacturers. Frequently the reply is that they are not importing anything. We then ascertain from them what materials are used in their manufactured articles, and very often find they are using at least one imported raw material. Names of brokers or others from whom they buy such materials are developed and followed up, with a view of finding out from whom and from what countries shipments are moving.

Many of the larger firms have separate foreign departments. In such cases it is comparatively easy to obtain information of movements of raw materials and products, as those in charge of such departments are fully informed and can give us complete information. Advice is given them as to advantages through New Orleans in the way of rates, etc. On shipments from Europe, full information is also given Donald Rose, our European traffic manager at London, who calls on shippers and endeavors to arrange for bookings and forwarding on New Orleans steamers.

The brokers frequently sell to the manufacturer on a basis of c. i. f. (cost, insurance and freight) at port-of-entry, in which cases we endeavor to have the purchaser ask his broker for quotations c. i. f. New Orleans.

Gulf Rates Give Advantage

Through rates from Europe, Asia, Africa, South America, the West Indies, Central

America and Mexico, via the Gulf, are favorable when compared with rates via Atlantic ports, resulting in a substantial movement of business, especially products of the tropics, such as bananas, pineapples, coffee and sisal.

When arrangements are completed for shipments to move through New Orleans, it is necessary to prevail upon the consignees to instruct forwarding via the Illinois Central. When shipments reach New Orleans, we ascertain from the purchaser whether he desires to clear them at the port or to have them brought through in bond to destination. If the former, arrangements are made with the New Orleans foreign office to make consumption entry, and custom charges are billed against the consignee on the waybill. Should he desire shipments to move through to destination in bond, the shipment is handled as an i. t. (immediate transportation) entry, and the New Orleans office is notified accordingly, such shipments being cleared at the destination by the United States customs office.

The assistance of all of our employes is needed to develop our foreign trade. The Mississippi Valley is an empire capable of supplying the world with its products and at the same time furnishing an equally extensive consuming market. There is really nothing very difficult in the handling of foreign business, the essential details merely making it necessary that those in charge have full information. With this at hand and the exercise of proper care, it is an easy matter to give our patrons most satisfactory service.

What California Means to a Traffic Man

By T. H. FOX,
General Agent, San Francisco, Cal.

Salesmanship is an important factor in the success of a traffic man. He must have implicit confidence in the commodity he is selling and be fully informed as to its use, its cost of production and its value to his customer.

In his field as a salesman of transportation, the traffic man of the Illinois Central has an almost unlimited opportunity. He does not have to confine his efforts to a restricted territory nor to any single class of persons. In daily touch with the public on street cars, in hotels, on passenger trains and in business houses, he can present information and arguments to the uninformed, pointing out the facilities his company has to offer and the benefits to be derived by the community from efficient transportation.

While the duties of all traffic representatives have been to increase the business and further the interests of their own individual company, we now have an added obligation. We must convince the public that the prosperity of the country is as dependent upon the successful maintenance and operation of our railroads as our health is dependent upon the normal circulation of blood through our bodies.

Each Must Boost Transportation

The great world war has placed all industries in a chaotic condition, and the transportation companies have not been exempted. In defense of our great organization in particular and of the transportation world in general, each should constitute himself a committee of one and consider it his solemn duty to enlighten the public with facts. The great transcontinental railway systems of the United States today are main arteries of world commerce, and we have every reason to look forward to a return to normalcy in the not distant future.

California offers a wide and interesting field of endeavor for the traffic man. The past twenty-five years have noted a remarkable growth in the state, which is largely attributed to the transcontinental railroads reaching from the Pacific to the Atlantic. They have with remarkable vision kept a little ahead of the demands of the country by building and maintaining first-class equipment and courageously constructing "feeder" lines into territory which at the time offered nothing for the immediate future.

About forty-five years ago California entered the citrus growing arena in an exceedingly modest way with a few stray trees which had been imported from South America. Fortune smiled upon this meager beginning, and today the state devotes 235,000 acres to the growing of citrus fruits, which is believed to be the greatest acreage of citrus fruits to be found in the world. During 1920 the total shipments of oranges and

lemons from the state was 46,757 carloads. Just pause a moment and visualize 47,000 carloads of one crop from one state! And what has made this possible? It was the co-operation of the railroads, affording privileges and facilities that would enable growers to market their product, and incidentally increase their acreage from year to year.

A Big Business in Grapes

What is true of citrus fruits is also true of other products of the soil in California. There were 200,000 acres devoted to raisin grapes in 1920, 70 per cent of which were in Fresno County alone, 70 per cent of the remainder being scattered among Kings, Tulare and Madera counties. Grapes thrive in these counties, and the climatic conditions for their sugaring and curing into raisins are ideal. The state produces approximately 75 per cent of the world's total production of raisins, exclusive of the Grecian currant. Spain grows about 18,000 tons; Australia, about 2,000. No figures are available for the new raisin-growing fields of South America and South Africa. The success of the raisin-growing industry has been due to its being built upon a foundation of co-operation and the realization upon the part of the grower that the successful marketing of a crop is just as necessary as the successful growing thereof.

When California shipped its first five carloads of walnuts thirty-five years ago the opinion was freely expressed that if it did not go slow it would find itself with too many walnuts. However, during the past winter walnuts rolled out of the state in solid trainlots—the 1920 production was nearly 50,000,000 pounds. These trains dropped their cargo in the principal cities of the Union until today the crop has disappeared. Distribution has automatically increased consumption. The walnut in California dates back to the early Franciscan fathers in the days of '49. These founders of the early missions planted walnuts, but obviously no real development could be made until distribution had been perfected.

See What 23 Years Have Brought

Deciduous fruits, such as apricots, cherries, grapes, peaches, pears, plums, etc., have grown from a total shipment of 5,300 cars in 1897 to 35,000 cars in 1920.

Space will not permit even a brief outline of the various other industries that have been built up around distribution, which means railway service and co-operation.

During 1920 California shipped, in addition to the above-mentioned crops, 15,000 cars of dried fruits, 17,000 cars of fresh mixed vegetables, 12,000 cars of canned fruit, 4,500 cars of prunes, 12,000 cars of cantaloupes and several thousand cars of lumber, fresh and canned fish and meats, cotton, minerals, etc. Without an effective method of distribution, this enormous production would have been valueless, and California well realizes that its present-day development is largely due to the great trunk and overland railroads and the fact that they have always been a trifle (and in most cases years) ahead of the country's demands by foreseeing its possibilities and taking practical and adequate steps to furnish it with modern transportation to the world's markets.

The fact that the Illinois Central has been a party to this wonderful development some 2,500 miles from home makes it easy to understand just what the transportation systems of the United States mean to our individual, state and national prosperity.

THE CHECKER

Tell me not in mournful letters
  Shorts are not just what they seem;
We must check our shipments better,
  Or ne'er realize our dream.

Shorts are real; shorts are many;
  And we will not reach the sky,
Till we get to checking better,
  As we did in years gone by.

Check freight in, and check it out, sir;
  Check all sides and check the backs;
Check all old marks scribbled on it;
  Check the nails driven in the cracks.

Check the waybills when we get them;
  Check the freight bills when they go;
Check the drayman both ways surely;
  Check the train crews to and fro.

Shorts and O. S. & D's remind us
  We should make our records clear;
So we will not leave behind us
  Claims to last another year.

Let us then be up and doing;
  Hearts to win and full of pep,
Knowing that the lines we're viewing,
  Are a note to keep our step.

Law Department

A Lack of Co-operation

In a recent case in the Circuit Court of Appeals of the Eighth Circuit (*Atchison, Topeka & Santa Fe Railroad Company v. Merchants Live Stock Company,* 273 Fed. 130), it appeared that the general manager of the live stock company and three other care-takers accompanied a shipment of poor, weak cattle, moving from a point in New Mexico to Kansas City. Under the provisons of the 28-Hour Law, these cattle had to be unloaded, fed, watered and reloaded twice during the journey. They were first unloaded at Strong City. At that time they had been thirty-four hours in the cars. It was impossible to reach the next unloading point within the 36-hour limit.

The general manager got into an altercation with the employes of the train as to the proper place for unloading, and refused to allow his care-takers to give any assistance whatever in unloading and loading the cattle at Strong City and Amarillo. They stood to one side, with their hands in their pockets and looked on while the cattle were being unskillfully handled and fed by the train crew, and then sued for damages because of this poor handling.

The court was not sympathetic with this contention. It held that there was a clear, legal duty and obligation on the shipper to render such aid and assistance through the care-takers from time to time as would be helpful in protecting the shipment against loss and damage. It is apparent that the petulant general manager will suffer a considerable amount of loss by reason of his mood.

More About Employer's Liability

A rather interesting case arose in South Dakota in connection with the Workmen's Compensation Law of that state. It is provided in the South Dakota statute that an employer who has not repudiated the act is required to insure his liability or, in lieu thereof, furnish proof of solvency or financial ability or deposit security, and if he did not take any of these courses he could not defend on the ground of contributory negligence, as could employers who complied with the statute.

In a suit against the Director General by an employe who was not engaged in interstate commerce, the question arose as to whether the Director General was required to insure his liability, furnish proof of solvency or financial ability, etc., in order to avail himself of the defense of contributory negligence on the part of the plaintiff.

The Circuit Court of Appeals of the Eighth Circuit (*Hines, Director General, v. Meier,* 273 Fed. 168), has just held that the Director General, being an agency of the government, and indeed a part of the government, was exempt from all these requirements of the statute, although there was no express statutory exemption in his favor. The court further held that he was an employer of labor and was subject to the general features of the law, but could no more be required than could the state to furnish security for payments.

Not So Much Responsibility

Out in Iowa the Chicago & Northwestern Railroad Company and the Director General were sued by one D. Medema, because the plaintiff, who was driving a motor car, ran into the railing which protected an embankment constituting an approach to a bridge over the railway tracks. The railing gave way, and the plaintiff was thrown to the ground, sustaining serious injuries.

The plantiff contended that the railway company was negligent in two particulars: first, that it was negligence to approach the bridge on a curve; and, second, that the railing should have been strong enough to resist the assault of the automobile. It happened to be a rainy day when Mr. Medema was crossing, and his car skidded a good deal. He insisted that if the approach had run off in a straight line from the bridge, when the skidding occurred he would not have been thrown against the railing, and

further that if the railing had been unusually strong it would not have broken with him.

The case stood for trial in the federal court, and Judge Reed held that the plaintiff could not recover. This judgment has just been affirmed by the Circuit Court of Appeals of the Eighth Circuit (*Medema v. Hines, Director General,* 273 Fed. 52), the holding being that there was no obligation upon the railroad to provide either a straight road leading away from the bridge or a railing strong enough to resist the pressure of the automobile.

Limitations in Liability Cases

Two interesting and important points arising under the Employers' Liability Act have recently been discussed by state courts. One of these relates to the question of whether, in the case of the accidental death of an employe, the 2-year statute of limitations provided in the act begins to run from the time of the death of the employe or from the time when the administrator is appointed. The question is, of course, a federal one and has been variously decided by the federal courts. In *Bixler v. Pennsylvania Railroad Company,* 201 Fed. 553, it was held that the limitation began to run from the death of the employe, while in *American Etc. Railway Company v. Coronas,* 230 Fed. 545, it was held that the limitation ran from the time the administrator was appointed.

The case which has just come to our attention is *Seaboard Air Line Railway Company v. Brooks,* 107 S. E. 878, in which the Supreme Court of Georgia, reviewing all the authorities, state and federal, finally reaches the conclusion that the statute runs from the time of the death of the employe, and not from the time of the appointment of the administrator. The court was evidently influenced in some degree at least by the fact that any other holding would leave cases of this kind open so that suit could be brought many, many years after the death of the employe, provided that an administrator had not in the meantime been appointed.

The other interesting case relates to the question of whether the Transportation Act, which provides, among other things, that the period of federal control shall not be computed as a part of the period of limitation in actions against carriers, so applies as to extend the 2-year period provided in the federal Employers' Liability Act. The question was before the Court of Errors and Appeals of New Jersey, in *Jones v. Delaware, Lackawanna & Western Railway Company,* 114 Atl. 331, and it was ruled that this provision of the Transportation Act did not stop the running of the statute of limitations. The court held that the 2-year provision in the Employers' Liability Act was a limitation on the extent of the cause of action itself, or in other words a limitation on the liability, and that the suit must be brought within two years or else no cause of action exists. The court did not find it necessary to pass upon the constitutionality of the limitation provision of the Transportation Act, a question which has been much mooted.

The More You Do

Did you ever notice, the more you do,
The more you are fit to try?
And the harder a fellow climbs a hill,
The easier he goes high?
The harder the job, the firmer the jaw
That's set to the task; there grows
A confidence backing the man who tries,
And the farther ahead he goes.

When a job is easy, one falls asleep—
Is asleep when the game is called;
And the man who could run can hardly creep
When his engine of luck has stalled.
But the keener the fight when a man runs right,
The easier things come through.
And the easiest job when it's finished is that
Which at first was hardest to do.

The more you do, the harder you hit,
The faster you run, old friend,
Just that much easier is your bit,
With a victory at its end.
The world is looking for square-jawed men
And not for the fools that shirk—
We've played long enough with painted toys,
For this is the Age of Work.

Hospital Department

That Illinois Central employes appreciate the excellent hospital service they have is evidenced by the many letters received by Dr. G. G. Dowdall, chief surgeon, from patients and members of their families. Letters representative of many different departments of the system are given below.

Had to Lose His Left Foot

I feel that I owe to you and your staff that are in charge of the hospital department my hearty thanks and appreciation for the kind treatment and service I received while I was in the Illinois Central Hospital at Chicago. After the long time I was in the hospital under your care while I was undergoing three operations in which it became necessary to lose my left foot, I cannot speak too highly of the care and also the treatment I received. I think that any employe could not invest in any better cause which would produce more returns to him or to her than the hospital department. Experience is the best teacher, and I have come to feel the greatest gratitude and appreciation toward the Illinois Central hospital department.—JULIUS WEBER, *engineer, 315 South Sycamore street, Centralia, Ill.*

Had a Fractured Elbow Fixed

I have arrived at my home after a sojourn of several months at the Illinois Central Hospital in Chicago, where I have been undergoing treatment for a badly fractured elbow.

I want to take occasion to express my appreciation of the kindness and attention shown me while there by everyone with whom I came in contact. This consideration was shown by our nurses, doctors and attendants at the hospital from the superintendent down. At all times I found them cheerful and willing when called for.

Without doubt the Illinois Central Hospital at Chicago is one of the best in the country, and the railway employes are fortunate in having such an institution for their benefit, and with such capable and efficient nurses, surgeons and attendants to look after their welfare.—WALTER A. WYLY, *conductor, Y. & M. V., Memphis, Tenn.*

Calls It the Best Insurance

Just a word of appreciation for the good treatment and attention I received during my stay at the Illinois Central Hospital, Paducah. I had a very painful accident, necessitating my leaving the road and entering the hospital for treatment.

In a short time I was able to be back home again and will soon be able to return to my work. I received the very best care and attention from the doctors, nurses and attendants at the hospital, to which I attribute my speedy recovery.

I have never before been able to appreciate just what our hospitals meant to the Illinois Central employes and wish to say that the amount donated to the maintenance of our hospitals each month is the best insurance that any employe can carry.—T. E. HARPER, *section foreman, Princeton, Ky.*

Relatives Write Appreciation

We wish to let you know of our appreciation of the service and attention given to our late husband and father, William R. Murray, formerly employed as flagman, Burnside Shops, Chicago, during his illness from November 19, 1920, to February 20, 1921, at the Illinois Central Hospital, Chicago, and also of the courtesy extended to us by all employes of that hospital. We cannot speak too highly of the way the Illinois Central Hospital is supervised, the attention given its patients, and the courtesy extended by its employes.—MRS. WILLIAM MURRAY AND FAMILY, 7204 *University avenue, Chicago, Ill.*

Result a Wonderful Success

January, 1921, I was operated on at the Illinois Central Hospital, Chicago, and through you I desire to express to the surgeons and nurses at the hospital my sincere appreciation for the kindness received while in their care. I have now returned to work and I consider the

results of my operation a wonderful success.—ARTHUR L. CRYER, *freight checker, Kankakee, Ill.*

Reports His Leg as Being Well

I am going to write a few lines regarding my leg. I wish to express to you and your efficient staff and nurses many thanks for the good treatment accorded me while a patient at the Illinois Central Hospital, Chicago, the latter part of November, 1920. It is now three months since I left the hospital, and I will say that my leg is well—JOHN VOELKEL, *car carpenter, 2821A Cass avenue, St. Louis, Mo.*

Kindness Outside of Duties

My wife and I wish to thank you for all the good treatment and kindness shown me while a patient at the Illinois Central Hospital, Chicago. The many little acts of kindness on the part of the nurses outside of their regular duties are never to be forgotten. Our best wishes to the future success of the Illinois Central Hospital Department.—J. D. BULL, *machinist, 215 Summit street, Freeport, Ill.*

On Duty Most of the Time

I was in Chicago in March, 1921, for an examination of my foot, which was badly crushed at Lambert, Miss., on November 3, 1920.

I wish to extend my greatest appreciation for the treatment which was accorded me and the considerate attention which I received. I have been at work since I was directed by you to return to duty, and have lost only two trips on account of the injury.

I wish to ask you to thank the company surgeon at Memphis for the most excellent attention which I received while under the care of the hospital department at Memphis. I appreciate very much indeed the sympathy shown me by the officials as well as other employes since my injury.—R. H. EMERSON, *flagman, Y. & M. V., Memphis, Tenn.*

A Hospital Just Like Home

Feeling a deep appreciation for the excellent treatment received by me in the Illinois Central Hospital at Paducah, I desire to take this means of expressing my thanks to the hospital department and to the management of the Illinois Central. I was taken in the Illinois Central Hospital June 10, 1921, with a severe case of appendicitis and was operated on on that date, being released a well man on June 21, 1921. During the time that I was in the hospital I received the very best of treatment from the hospital staff and from the nurses; in fact, I could not have received better treatment in my own home. My operation was a success, everything possible was done for my comfort, and I must express my appreciation for this excellent treatment.—MARTIN STANDFIELD, *machinist apprentice, Paducah, Ky.*

Urges All to Support Work

As an employe of the Illinois Central Railroad Company for the past eighteen years, I wish to say something in behalf of the Illinois Central Hospital, Chicago.

I became ill the first part of March, 1921, and, after having been treated at home several days, I was finally persuaded to go to the Illinois Central Hospital. At that time I was hardly able to walk or stand alone, but after receiving eleven days' treatment there, I have felt like a new man and have gained fifteen pounds in one week. In short, I want to say that the treatment and attention which I received while in this hospital could not have been better.

I am telling all of my fellow employes of the wonderful benefits that are available through the hospital department, and, after having been a patient at the company hospital at Chicago and seeing and once knowing the great privilege offered to the employes of this company through the hospital department, I hold that we should all do our best to help support this great institution.—SCOTT STEELE, *section laborer, Bloomington, Ind.*

Treatment Kind and Good

I take this means of expressing my appreciation of the treatment which I received recently from the hospital department while I was a patient at the Illinois Central Hospital, Chicago. I wish to thank the nurses and all others who came in contact with me for the very kind and good treatment.—W. L. REAMS, *machinist, Mattoon, Ill.*

Remember
October, Too!

Empty Sack Question an Important One

By W. F. CONFREY,
Chief Clerk, La Salle, Ill.

One of the most, I dare say the most, important items of the transportation situation today is the prevention of freight claims. From time to time meetings are held by officials of the various carriers and this topic is threshed over time and again with the end in view of reducing the work of the "OS&D" clerk to the lowest possible minimum. I am confident that the agents, at stations where cement is a prominent industry, will quite agree with me when I say that by employing a little more caution in the acceptance for shipment and the handling enroute of returned empty cement sacks, the various agents can effect an enormous betterment under the heading of "Claims." I feel that this subject is not being given the careful attention it commands and in a great many cases we find where the governing classification is being ignored from every possible angle. When the forwarding agent signs a bill of lading for a consignment of cement sacks to be returned to the shipper, he at that time assumes a liability, which is prorated in accordance with the number of carriers, handling, and which amounts approximately to 15 and 25 cents per individual sack depending on the grade of the sack. The sacks, as a rule, are bundled 50 to the bundle, though in some cases we receive bundles of 100.

Those in general use now are valued at 25 cents—you can readily figure what it means to pay for a bundle of cement sacks. You will find the following, by turning to page 73, item 21, of incidentally both the Illinois and Consolidated Classifications: "Note 2—Old (used) cement bags, must be prepaid. Less than carload shipments of old, used cement bags in bales, bundles or rolls, must be securely bound with not less than three separate wire or rope ties (rope to be not less than 3-16 inch in diameter), each bale bundle or roll must be marked with linen address tag securely attached by wire, which must show name and address of both the consignee and consignor." There is not the least doubt in my mind but what the billing agents can effect a great improvement by following this matter up and refusing to accept sack shipments unless the classifications are complied with to the letter. It is greatly in evidence that some shippers prepare or bundle their shipments so they will "get by" the agent signing the bill of lading and then it's a case of the carriers handling the shipment to destination as best they can —and if they cannot make an A No. 1 delivery it's up to them to entertain a claim. The aggregate capacity of the three cement mills at this station represents a round figure of twenty thousand barrels daily or eighty thousand sacks. During the cement season I have known one of the mills to bill out twenty thousand barrels in one day, this, of course, taken from their storage along with their daily output. At the time this cement is billed, the customer to whom the consignment is billed to is charged with the sack and when he returns same he is allowed an offsetting credit. It is easy to understand, taking these various points into consideration, why it is very much to the interest of the various consignees to return these sacks, and you can draw your own conclusions as to the number of cement sacks returned to this station during the year. The cement people at this station furnish each of their customers with a linen tag for marking each bundle of sacks to be returned. These are an excellent tag and should be used in all cases where sack shipments are returned.

When these tags are properly filled out they will show shipper, point of shipment, number of sacks and number of bundles in shipment, and they being a form tag will show the consignee and destination. In a great many cases we have been able to effect proper delivery and secure revenue billing to cover astray shipments through medium of properly tagged bundles while in other instances we have been swamped with astray sacks being at loss to know with whom to handle for billing. We are receiving tracer upon tracer daily from different interested parties requesting that we show delivery of shipment that should have been delivered during the past six months and which would have been properly delivered had the proper precaution been taken in the bundling and tagging of the shipment. We had an instance here not long ago where we received an astray bundle of

cement sacks marked for "The Portland Cement Co., La Salle, Ill." We have three companies here and they all manufacture Portland cement—the bundle contained sacks belonging to all three mills, which the brand on the sacks indicated. Hence—a case where a bundle of fifty 25c sacks went to the over pile and someone was called upon to pay a claim for $12.50. Had this bundle been properly tagged we would have been in a position to handle at once for revenue billing and eliminate the possibility of a claim.

We had another case where we received a shipment of twenty-five bundles astray marked for the Alpha Portland Cement Co., total number of bundles in shipment not shown on tags. We at once handled with the billing station shown on the tags citing the name of the shipper as shown and were informed by the agent that the consignor mentioned had made several shipments that week and we did not furnish sufficient information for him to furnish copy of waybill. It required just three weeks for us to straighten this matter out and it developed that the twenty-five bundles we were over constituted a twenty and a five bundle shipment—all this maneuvering required time as well as extra work and during this time the contractor was obliged to wait for an adjustment of his sack account. The agents at our various junctions can do a lot toward correcting these irregularities by insisting that the connecting lines deliver such shipments to us in the proper condition—because when we give them a clear receipt, which is done in a good many places, it is up to us to bear the claim. The two other roads in this town, the C., R. I. & P. and C., B. & Q. are in pretty much the same predicament we are, which is very much in evidence at our weekly O. S. & D. meetings, and we frequently check over sacks they are short and vice versa. The auditor of freight receipts, in his circular No. 1, par. 124, touches on the acceptance of cement sacks and sets forth that all shipments must be fully prepaid. We also find this rule invoked in a good many cases.

I am of the opinion that a good many of the agents do not know the vast importance there is connected with the transportation of empty cement sacks. Too much care cannot be taken from the time the sacks are accepted for shipment until they are delivered at destination.

"No Exception" Effects Prove Permanent

Payment of claims for short packages destined to points on each divison continue to show remarkable decreases as compared with a year ago.

August, 1921, compared with August, 1920, shows a decrease of 927, or 79 per cent.

Considering that the LCL tonnage shows a decrease of only 23 per cent, a reduction of 79 per cent in the number of claims paid for lost packages is a remarkable reduction, according to C. G. Richmond, superintendent of stations and transfers. It shows the good results which have been obtained from the three months' "No Exception" campaign and the increased interest of the employes in all departments in seeing that LCL shipments are properly checked, trucked, stowed and delivered.

These four features in connection with the proper handling of freight practically solve the problem of claims on LCL shipments, Mr. Richmond believes.

The decrease of 927 in claims paid for lost packages was accomplished as follows:

Division	1921	1920
Vicksburg	9	62
Kentucky	9	52
Minnesota	9	43
Louisiana	11	54
Indiana	12	43
Tennessee	13	64
Illinois	14	76
Springfield	15	64
Wisconsin	15	50
New Orleans	17	75
Memphis	19	177
Iowa	19	96
Mississippi	25	83
St. Louis	31	117
Terminals—		
Memphis	3	44
New Orleans	9	49
Chicago	12	20
Total	242	1,169

Mr. Ford's Railway Miracle

(*Continued from Page* 43)

between departments have been found to be duplications and have been eliminated.

The Station Agent's Opportunity

One of the simplifications of the organization which the new management is developing is the utilization of local station agents in the settlement of freight loss and damage claims. It is believed that the best interests of the road demand that the local agents be among the biggest men in their communities and that all matters affecting the relations of the railroad with the community should be handled by the agent if he is to justify his title. Furthermore, placing this responsibility on the agent is expected to effect a material saving in legal fees, which will be confined as far as possible to cases requiring technical legal advice. It is the belief of the present management that the legal department is too frequently made a dumping ground by other departments for many difficulties which, were they required themselves to settle, they would be more careful to prevent.

Local agents are given complete jurisdiction over their territory. If a small force of car repairers or an inspector are employed at an interchange point where conditions do not provide enough work to keep them steadily engaged, they are subject to the orders of the agent for warehouse work, or clerical work if they prove adaptable for such duties and as circumstances require.

No More Off-Line Traffic Agencies

The discontinuance of off-line agencies, effective July 1, is based on the belief of officers of the Ford Motor Company from their own experience that off-line traffic representatives seldom represent their railroads effectively. Few of such representatives, they believe, have an adequate knowledge of the percentages of through rates accruing to their railroads or of the kind of service their roads can render economically. They are, therefore, neither in a position to serve the best interests of their roads intelligently nor to guarantee the performance of the service they will promise in order to secure the routing of a few carloads of freight over their lines.

Expressing the belief that competition for traffic should aim at the development of a freight movement along natural channels and that solicitation should be based purely on the service which the road can render, the present management proposes to substitute for the frequent calls of a local representative, out of touch with the actual conditions on the property, the less frequent calls of an officer thoroughly conversant with the operation of the road, the class of traffic it is best adapted to handle and the kind of business producing the best revenue—an officer who can represent the company adequately and who knows that the kind of service promised can and will actually be performed. In order to provide close co-operation between the traffic and operating departments, the head of the traffic department has been made an assistant to the chief operating officer, with duties somewhat similar to those associated with the title of superintendent of transportation.

What Have the New Policies Accomplished?

There are two distinct possibilities for changes in the net operating return under the new management. The marked improvement in revenues is a matter of business relationships which would not have been essentially different had the D. T. & I. purchased the Ford Motor Company. The effect of the policies of Mr. Ford's management on the cost of operating the property is quite a different matter and must be studied apart from consideration of the revenues. A comprehensive judgment of the effect of the more distinctive Ford policies must await the returns from several months' operation. But the effect of the reductions in the number of employes and changes of organization which have been referred to above should already be reflected in the operating expenses for April, May and June.

Owing to the inability to allocate operating expenses to freight and passenger service and because of the fact that maintenance expenditures over a short period may have little relation to the volume of traffic, it is impossible to compare total operating expenses to determine with any degree of accuracy what effect certain policies may have had on operating costs. A rough comparison of the train mile cost of conducting transportation, however, indicates that there has been a well-defined tendency

toward improvement since last October. By referring to the table of operating statistics it will be seen that since October there has been a steady decline in the transportation expense per train mile (passenger and freight) from $3.01 to $1.98 in June of this year. This well-marked decrease has been steadily maintained, except for increases in January and March, through a period during which there has been both a sharp decline and a sharp increase in the volume of traffic, and a decrease followed by an increase in the gross tons per train. It is evident that well-defined improvements had been made prior to the time when Mr. Ford assumed active control of the property on March 4, 1921, but the reduction of transportation expense per train mile to $1.98 in June, as compared with $2.10 in March and April, 1920, under lower wage scales, marks a distinct accomplishment.

permits the delivery to interchange points of a considerable portion of the movement in train-load lots.

Another important factor is a decrease in unit coal consumption, amounting to about 20 per cent as compared with the same months last year. This is largely owing to a marked improvement in quality; the freedom from confiscation, generally practiced last year, has also tended to reduce the prices.

The important question with respect to maintenance is not so much the relation of expenditure to volume of traffic as whether or not the property is being currently maintained. An extensive program of track improvement was inaugurated under the former management. J. A. Gordon, the former president of the road, is quoted in the *Wall Street Journal* to the effect that up to the

OPERATING STATISTICS

Reported by the D. T. & I. January to June, 1920, and 1921, and September to December, 1920.

	Passenger train miles.	Freight train miles.	Gross ton miles (1,000)	Pct. net to G. T. M.	Tons per loaded car,	Gross tons per train.	Transportation expense.	Transportation expense per train mile (pass. and freight)
1920								
January	29,000	56,000	80,102	57.0	42.0	1,422	$237,055	$2.79
February	26,000	54,000	81,542	60.0	40.0	1,510	190,278	2.38
March	29,000	53,000	75,864	57.7	39.2	1,419	172,276	2.10
April	28,000	48,000	71,172	58.5	38.8	1,470	159,461	2.10
May	28,000	54,000	87,445	59.6	36.7	1,613	183,901	2.24
June	28,000	49,000	78,112	58.4	38.0	1,632	200,736	2.60
September	30,000	57,000	92,874	58.3	42.1	1,630	247,070*	.....
October	30,000	60,000	94,196	59.7	45.5	1,570	271,726*	.....
November	28,000	61,000	92,355	57.4	42.2	1,510	254,540	2.86
December	30,000	60,000	82,164	53.4	38.9	1,370	224,183	2.49
1921								
January	28,000	34,000	35,613	46.5	52.4	1,042	159,226	2.58
February	25,000	31,000	27,441	44.0	26.9	894	126,741	2.26
March	30,000	44,000	57,716	48.0	25.8	1,300	170,196	2.30
April	27,000	59,000	79,451	47.5	24.8	1,354	183,832	2.14
May	28,000	67,000	98,537	50.2	27.4	1,463	189,236	1.99
June	27,000	68,000	95,361	48.5	25.7	1,395	188,517	1.98

*Some back pay, incidental to the wage award of July 20, 1920, included in this month's accounts.

Most Traffic on One Division

Aside from the effect of the decreased payroll, one of the factors entering into the decreased transportation expense is the fact that a large part of the traffic during recent months has moved over the Northern division, which extends from Detroit to Springfield, Ohio, with a branch from Dundee, Mich., to Toledo, Ohio. During a recent month the total car movement on this divison amounted to about 42,000, while that over the Southern division was about 12,400. The greatest improvement in the track has been made on the north end of the line. Furthermore, the nature of the traffic

fall of 1920 most of the 220 miles between Detroit and Springfield, Ohio, was laid with 60-pound rail more than twenty-five years old. Its rehabilitation to a standard justified by the present prospects of the property has not yet been completed. It is not the policy of the present management to carry out this rehabilitation faster than is justified by the earnings of the property. The railroad must pay its own way.

Durding 1919 the total maintenance of way expenditures ran at the rate of $2,490 per mile of line. Last year, with a considerable amount of rehabilitation work, they

averaged $4,170 per mile of line, the greater part of which were made after Mr. Ford acquired control. For the four months since Mr. Ford has had active charge of the property, they have run at the rate of $2,540 a mile per year. Tie renewals and ballasting are being carried on at a rate which, except for that during the last half of last year, is probably a record for the property. Track conditions are improving rather than deteriorating.

Maintenance Is Keeping Up

Maintenance of equipment expenditures have followed a general course similar to those in the maintenance of way department. A comparison of the Detroit, Toledo & Ironton with all Class I roads shows that the average expenditures for locomotive maintenance have closely approximated the average for all of the Class I roads, indicating a fair average condition. But the expenditures per unit of freight and passenger car equipment have ben decidedly less than the Class I average. Retirements have been especially heavy during the past two years, for, from an ownership of 3,006 freight cars in 1918, the number has now decreased to a total of only about 1,700 in revenue service.

During the four months of the current year since March 1, the expenditures for maintenance of equipment were $334,479· during the same period of 1920 the amount was $317,836. During the last four months of 1920 maintenance of equipment expenditures aggregated $646,314. Here again Mr. Ford has the benefit of an intensive maintenance program of several months' duration, particularly with respect to cars, carried out by the former management, but the amount of work being obtained for the present expenditures is probably meeting current requirements.

While these general conclusions can be drawn on the basis of the data available, no adequate comparison of the effectiveness of maintenance expenditures can be drawn until the maintenance programs of the present management have reached a current level, free from the disturbing influence of much needed rehabilitation.

Traffic expenses during the four months of Mr. Ford's management averaged $6,942 monthly, as compared with $8,469 during the last four months of 1920. General expense decreased to an average of $16,997 a month from $20,493 a month during the same periods.

Improvements in Operating Expenses

Again applying the conditions created by Mr. Ford's management to the operations of the month of December, 1920, a rough idea may be obtained as to the effects on the operating ratio of the operating economies effected by Mr. Ford. An estimate of the effect of the improvement in operating expenses is shown in the following table. No allowance has been made for decreased maintenance expenditures, as the present operation of the property is undoubtedly benefiting from the comparatively heavy maintenance program in progress at the close of the year and it is impossible to estimate with any degree of accuracy the extent to which productive efficiency in the maintenance department has increased. Transportation expense is estimated on the basis of June conditions, and the reductions in traffic and general expenses, as reflected in the March to June average, are taken at their face value.

Operating Expense Rates Under the Ford Management Applied to December, 1920, Operations of the D. T. & I.

	Actual	Estimated
Maintenance of way and structures	$185,354	$185,354
Maintenance of equipment	244,676	244,676
Traffic expense	8,908	6,942*
Transportation expense	224,183	178,200†
General expense	20,706	16,997*
Total	$683,827	$632,169
Revenues	508,666	508,666
Operating ratio	134	124

*Four months' average, March to June, 1921, inclusive.

†90,000 passenger and freight train miles at $1.98 per mile.

On this basis credit may be given to the new management for a decrease in the operating ratio from 134 per cent to 124 per cent, without any allowance for legitimate decreases in maintenance expenses of uncertain amount.

The Public Service of the D. T. & I.

The D. T. & I. has been called a plant facility of the Ford industries in and around Detroit, rather than a common carrier. It is this relationship in a large measure which has made possible the immediate financial success of Mr. Ford's management. The D. T. & I. has always lacked certain essential features of a common carrier. In the

The freight earnings of the D. T. & I. are now running at the rate of approximately $8,000,000 a year. Therefore, other things remaining equal, a reduction of 20 per cent in them would reduce the road's earnings by about $1,600,000 a year. On the other hand, the freight bills paid by the Ford industries to all the railroads amount to from at least $15,000,000 to $20,000,000 a year. Therefore, a reduction of 20 per cent in freight rates by all the railroads would reduce the freight bills of the Ford Motor Company by $3,000,000 to $4,000,000 a year. In other words, Mr. Ford as a shipper would be sure to gain millions of dollars more by a reduction in rates than he could possibly lose as a railway owner.

first place, it has no terminals in the city of Detroit, the one point on the line offering a large volume of traffic. The service of such terminals cannot be dispensed with although the investment required to provide them is a burden on the remainder of the properties. Mr. Ford's ownership of the D. T. & I. has not provided the city of Detroit with any additional terminal facilities; it has made possible the diversion of traffic to other channels of main line movement.

Again, many of the through routes in which the D. T. & I. is now participating are not the most direct routes. In each case, however, even where the haul exceeds the direct route as much as 100 to 300 miles, a much quicker delivery is claimed. It has been stated this improvement has reduced the average time in transit for the Ford Motor Company from three weeks to two weeks, thereby reducing inventories by approximately $22,000,000. Typical of the measures by which this has been accomplished is the demand of the D. T. & I. on its connections that transfer tracks must be pulled within twenty minutes of the time of the D. T. & I. delivery. The delivery of traffic in many cases in train load lots is a factor in securing favorable action from connections. It must be remembered that this improved service is being obtained at a time when no road is suffering from congestion.

The General Application of Ford's Methods

Mr. Ford has applied business methods to his own combined industrial and railway problem with results mutually advantageous to both businesses. But what is enriching the D. T. & I. has formerly gone into the pockets of competing roads. To the extent that he has been able to increase the intensity with which the D. T. & I. property is utilized, other roads have become idle. Mr. Ford has reduced local rates on the D. T. & I. But a comparatively small proportion of the D. T. & I. traffic originates and terminates on its own line. It is estimated that 60 per cent of the present traffic of the road is controlled by the Ford Motor Company, little of which originates or terminates on its own rails.

Not Likely to Lose by It

Mr. Ford has started a movement for a general rate reduction of 20 per cent, contending that lower rates will do much to stimulate business. The freight bills of the Ford industries are estimated to aggregate from $15,000,000 to $20,000,000 a year. At the rate maintained in April, May and June the freight revenues of the D. T. & I. will aggregate $8,000,000 a year. Although, Mr. Ford is said to have been unaware of the obvious effect of this fact until it was called to his attention, it insures him against the consequences of his act in case it should

The facts show that under the Ford management the financial results of the Detroit, Toledo & Ironton has been very greatly improved. They also show that no miracle has been worked. The results obtained thus far have been due almost entirely to the circumstances that the ownership of the Detroit, Toledo & Ironton has been acquired by one of the largest manufacturers in the country, and that Mr. Ford has used his position as a very large shipper in the country to do things on the D. T. & I. which neither he nor anybody else could have done without being such a large shipper. * * * Furthermore, the management of the D. T. & I., in common with all the other railroads, was able, partly because of the smaller traffic handled by it and partly owing to other causes, to make large reductions in its operating expenses.

fail to effect the improvement in railway conditions which he expects.

Consideration of these facts does not encourage the belief that Mr. Ford has discovered a panacea for all railway ills. His operating policies, however, have so far been marked with a degree of success sufficient to justify the railway world in watching their continued progress with an open mind. Time alone will demonstrate their wisdom, or otherwise. If they are successful the entire railway industry will profit therefrom; if they fail, the loss will be Mr. Ford's. But in measuring their results, the marked effect on revenues of the business relationship between Mr. Ford the shipper and Mr. Ford the railway man must be kept clearly in mind.

THE NEW RUSSIAN WAGE SCALE

[Copyright: 1921: By The Chicago Tribune.]

Showing it isn't how much wages you get, but how much they will buy, that is the important thing.

NEWS of the DIVISIONS

AROUND CHICAGO

Dining Service

Everything is running well at the Illinois Central commissary. Business is picking up, and the outlook for the future seems bright.

Our superintendent, C. B. Dugan, spent a pleasant two weeks' vacation touring the West. He was accompanied by Mrs. Dugan. He combined business with pleasure by seeing just how the other railroads were running their dining cars.

Frank Brown has returned from a week's vacation in the South. He had the pleasure of calling on James Price, former commissary accountant. Mr. Price and his family are now on a farm near Mobile, Ala., and doing well.

Martin Carroll, clerk, was fortunate in getting a little freight business for the Illinois Central—a carload of marble chips from Evansville, Ind., to Chicago.

Johnnie Burke, our office boy, had a pleasant vacation. He visited his soldier friends at Camp Grant. Johnnie wants to be a soldier, but he can't get his parents' consent, and so he will have to stay with the Illinois Central.

Harry Deal, steward on the Panama, took a trip to Binghamton, N. Y., and visited in the mountains for a couple of weeks. He also made a side trip to Saratoga. Owing to increased business, we had to wire him to return to Chicago, and he is now back on the Panama.

Everybody at the commissary was surprised when paid an unexpected visit by William Elliott, former chief clerk. He has been away in California for seven months, trying to regain his health.

Baggage and Mail Traffic Department

Ralph Spiro, stenographer in this department, has resigned to enter the University of Illinois.

The girls of the department held a dinner and theater party September 22.

Ray Goldberg of the mail room spent his vacation at Neenah, Wis.

Miss Irene Nolan attended the wedding of Miss Lillie Brann, a former employe of this department, and Harry Hertzog, Illinois Central electrician, which took place September 27.

Mrs. Ella Clark has been absent on account of the death of her mother, Mrs. T. Berkley, wife of Tom Berkley, who has charge of the in-baggage room at Central Station. The Baggage and Mail Traffic employes desire to extend their deepest sympathy in the time of their bereavement.

Suburban Passenger Service

William Kircher has been commended for

Maintenance and construction force, Wisconsin division, at work on signal changes necessary in the extension of Wallace Yard at Freeport, Ill. Left to right: A. Long, assistant maintainer; A. J. Johnson, maintainer; E. J. Schultz, signalman; F. J. Ryan, supervisor of signals; R. S. Jephson, foreman; C. A. Mikeworth, signalman; J. Harenski, helper; J. Tace, assistant signalman. At right, interior of automatic block signal W 1147—three position, upper quadrant, style K type, operated by portable type lead storage battery which is charged at the signal location by a mechanical rectifier, using the trickling charge method. The signal is electrically lighted, the current for the light traveling on the same line that serves the rectifier.

his thoughtfulness in carrying on to Matteson by automobile a woman passenger who had bought a ticket to that place but who was unable to ride beyond Flossmoor owing to the fact that service to Matteson had closed for the day. "It is acts of this kind that make our service and its employes popular with the public," wrote A. Bernard, superintendent of the suburban passenger service.

ILLINOIS DIVISION

Superintendent's Office

Miss Fairy Wand has resumed her duties as assistant tonnage clerk, after a three months' leave of absence.

Timekeeper R. J. Truitt has moved to his little farm in East Champaign, and we wonder what he is going to do next. A sign on the gate in the front yard reads, "Rooms for rent and milk for sale."

Miss Blanche Lawson, accountant, accompanied by her mother and sisters, is spending a two weeks' vacation in New Orleans, La., and points in Texas.

E. L. Milne has again resumed his duties as professor at Lake Forest after spending a summer with us.

Our chief clerk, Wayne A. Johnston, has been promoted to be assistant chief clerk to the general superintendent, Chicago, and expects to leave about the last of September. While we all regret seeing Mr. Johnston go, yet we must say that we are glad, as we know that this is just a stepping stone to something better. R. G. Miller, chief clerk to Superintendent H. J. Roth at Mattoon, will succeed Mr. Johnston.

G. E. Webster, report clerk, has been promoted to be assistant chief clerk.

Hard Walters, car distributor's clerk, was operated on for appendicitis at the Burnham Hospital September 10 and is reported to be getting along nicely.

Trainmaster's Clerk Arthur Donnals, who submitted to an operation for appendicitis August 8, has resumed his duties.

Miss Irene Connor, daughter of Mr. and Mrs. Patsy Connor, became the bride of M. A. Sheehan, son of Mr. and Mrs. Michael Sheehan, at St. Malachy's Church, Rantoul, September 20. The bride was a resident of Rantoul. Mr. Sheehan is an accountant in the division offices at Champaign. The couple will spend their honeymoon in Chicago and Oklahoma, returning to Champaign about October 15, after which they will be at home in the O'Byrne Apartments, 111 East Springfield avenue.

Champaign Freight

Miss Helen Sullivan, expense clerk, has returned from a two week's vacation in Denver and Colorado Springs.

D. V. Harris and family left Saturday, September 17, for a visit in Richmond, Va., Mr. Harris' former home.

The September Illinois division signal employes' educational meeting at Champaign Sunday, September 18, had an attendance of forty-nine. The Electric Storage Battery Company was represented by Mr. Beck and Mr. Crantford. Mr. Beck's address on the storage battery was as much in detail as time would allow, and with the stereopticon views, given by Mr. Crantford, the subject was not sacrificed from a maintenance standpoint. At the end of the address everyone was so interested that Mr. Beck was bombarded with questions from every angle. Both he and Mr. Crantford declared after the meeting that they had been agreeably surprised at the attendance and interest taken by the organization.

Roadmaster J. L. Downs attended the last half of the meeting and listened to the questions. He said it was gratifying to learn that the men were so hungry for knowledge, and he believed that the meetings were forming supervising timber, as well as timber for the signal engineer's office.

ST. LOUIS DIVISION

Caller E. D. Barnes spent his vacation in Louisville, Ky., visiting relatives and friends.

The Chicago Chamber of Commerce recently made a tour of the St. Louis Division. The visitors were highly pleased with the conditions as found. They spoke favorably of the possibilities of southern Illinois when brought to its highest point of development.

A fuel conservation meeting was held recently, with Traveling Engineer J. H. McGuire presiding.

Mrs. Nell Harris, message operator, spent

Illinois Division Signal Employes' Educational Meeting, Champaign, Sunday, September 18.

Hamilton Watch

"The Railroad Timekeeper of America"

Engineer Frank Fitzsimmons of the Rock Island Lines

The Tiny Wheels of the Hamilton Watch Regulate the Big Drivers

On America's fastest trains, it is the Hamilton Watch that helps the engineers to bring their trains in on time. They carry Hamiltons because they have found them to be entirely trustworthy as timekeepers under all conditions of railroading.

Are you worrying along with a slightly inaccurate timepiece? Does the time inspector ever shake his head over your watch? Then it's time for you to think about getting a Hamilton.

When you buy a Hamilton you buy accuracy and durability—you buy a watch that will give you a lifetime of satisfaction and safety.

For time inspection service, the most popular watch on American railroads is the Hamilton No. 992 (16 size—21 jewels).

Write today for the Hamilton Watch Book—"The Timekeeper." It pictures and describes the various Hamilton models, with their prices, beginning at $22 ($25 in Canada) for a movement alone, up to $200 for the Hamilton Masterpiece. Also other interesting watch information that makes it especially valuable to railroad men.

HAMILTON WATCH COMPANY - - *Lancaster, Pennsylvania*

several days in Denver, San Francisco and other western cities.

A contract has been let to a St. Louis concern to construct at Scott Field, Belleville, Ill., on the St. Louis division, a dirigible balloon hangar at a cost of $1,089,360.

Miss Helen Greif, personal injury clerk, visited friends in Washington, D. C., during her vacation.

Chief Accountant L. F. Foley spent his vacation in Chicago.

L. L. Heileg, chief clerk to the roadmaster, has been having considerable sport recently duck hunting.

Engineer L. T. Bebee and Fireman Ray Kelley took banana extra 1831 from Mounds to Centralia, or 101 miles, on 6¾ tons of coal. This is a good fuel conservation record, taking into consideration the hills of southern Illinois.

Brakeman C. A. Houston, Dongola, Ill., was slightly injured September 23 while looking over his train in the vicinity of Pulaski.

WISCONSIN DIVISION

"Ed Luby is dead"—those were the sad words passed along the line Friday, September 2.

Ed Luby

Edwin Luby was born in Tipperary County, Ireland, January 2, 1841, and died at his home at Minonk, Ill., September 1, 1921. Mr. Luby came to the United States when a mere boy. He entered the service of the Illinois Central in 1871, half a century ago, and remained in the service, a faithful and loyal employe, until July 7, 1912, when he was awarded a pension. Mr Luby was a veteran of the Indian Wars, having served as a corporal in Company C, 23rd Infantry, for three years, and having been honorably discharged June 12, 1870. He was married twice. There survive four children: John, Cairo, Ill.; Mrs. John McGough, near Rutland; Josie, at home, and Thomas, whose whereabouts at present are unknown.

Mr. Luby's good disposition and kind feeling for his fellow man were well known. When someone was telling of a railway or other accident, he would stand with eyes wide open, listening with intense interest, and would, at the first opportunity, ask, "Was enybody hurted?" Upon being assured there was not, he would say, with a smile, "Divil a bit do we care," and walk away.

Minonk employes sent an appropriate floral design, as did the maintenance of way employes of the division. Burial was at El Paso, Ill.

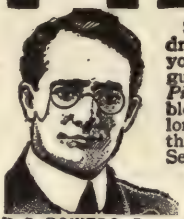
INDIANA DIVISION

R. C. Miller, chief clerk to Superintendent H. J. Roth, has accepted a similar position in the office of Superintendent J. W. Hevron at Champaign, Ill. Mr. Miller is succeeded by E. E. Batson, formerly assistant chief clerk in the office of the superintendent; K. C. Holmes fills the position of assistant chief clerk to the superintendent; Harry Seibert becomes roadmaster's chief clerk, vice Mr. Holmes; Dale Arnold of the office of the superintendent of bridges and buildings takes the position of material clerk in Roadmaster O'Rourke's office, and C. J. Hess succeeds Mr. Arnold.

Carlton Schlicher is a new clerk in the office of the superintendent.

Don't Suffer From

PILES



Send me your name and address and I will gladly send you on trial my mild, soothing, guaranteed treatment for *Piles*, which has proven a blessing to thousands who no longer suffer from the pain of this cruel, torturous disease. Send Post Card today for full treatment. If results are satisfactory costs you $2.00. If not, costs nothing.

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Patent Lawyer

624 F Street Washington, D. C.

Miss Lucille Yount has gone to Kansas City on an extended leave of absence.

Miss Victoria Gustafson of Trainmaster Keene's office is home from a week in Peoria.

Miss Catherine Stephenson has returned from her vacation in Mattoon.

Mattoon Shops

Harold Roetker, machinist at Mattoon Shops, underwent operation for the removal of his tonsils in the Chicago Hospital recently.

George W. Hampson, safety appliance man, is now in New York visiting his son, who recently returned from Paris, France, where he studied music.

Jim Phillips, carpenter, is confined to his home on account of illness.

C. M. Schatz, assistant accountant in the office of the master mechanic, has returned from his vacation.

C. N. Parks is planning a vacation in the West.

SPRINGFIELD DIVISION

John O'Brien

John O'Brien, who died August 30 at Pana, Ill., was born at Cappamore, Ireland, in 1862, and entered the service of the Illinois Central as a track laborer in 1895. First employed on the Chicago terminal, he was successively promoted to assistant foreman and extra gang foreman. He was appointed track supervisor at Pana in 1902, serving in that capacity successfully until his death.

Mr. O'Brien began complaining about the first of August of lumbago, which later developed into pneumonia.

Funeral services were held at Pana September 1, with full solemn requiem mass, Father J. P. Moroney officiating, during which Father S. N. Moore of Clinton delivered one of the finest eulogies that could be passed. Burial was at Manteno, Ill.

The many friends and the large number of floral offerings at the funeral signified the many friends Mr. O'Brien had made during his lifetime. Not only do his loving wife and family lose a good husband and father, but the Springfield division at the same time loses a valuable employe who will be greatly missed by all who knew him.

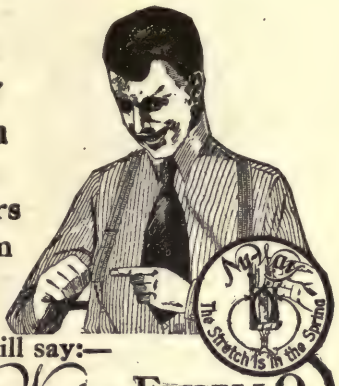
Among those attending the funeral were G. E. Patterson, acting general superintendent, District Engineer Bond, Superintendents J. W. Hevron and C. W. Shaw; Roadmasters J. L. Downs and W. E. Russell; Supervisors T. J. Connerton, J. Gallagher, E. R. Fitzgerald, S. C. Draper, C. F. Weld, M. Sheahan, P. Cheek, E. Wood, M. Doyle, and every track foreman on the Clinton district.

TENNESSEE DIVISION

Fulton, Ky.

The sweet chimes of the wedding bells were heard again August 14, when Trainmaster's Clerk Frank P. White and Miss Dow James of Paducah were united in marriage at Padu-

Ask Any Man Who Wears Them



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Every piece in this big 31-piece dinner set is decorated with this beautiful Colonial Design in two colors. A flawless pure white with a dainty blue filigre design blending with a neat gold band. It is an exclusive design and will be admired by all your friends. The set consists of 6 dinner plates, 6 pie plates, 6 desserts, 6 cups, 6 saucers, and a large meat platter. Every woman admires this beautiful set. It will not cost you 1 cent.

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cah. The entire office force extended congratulations.

The Illinois Central Wampus Cats were defeated 8 to 1 by the Whiz Bangs in a Sunday game of ball at Fulton recently, but the division office came back with a tie game with the Business Men's Club the next week.

Trainmaster H. W. Williams is the proud father of a fine baby boy.

Flagman W. R. Hales has been reported ill at the Illinois Central Hospital, Paducah, Ky.

Miss Hortense Johnson, tonnage clerk, spent a week-end recently with her mother at Norton's Infirmary, Louisville. We are glad to know that Mrs. Johnson is convalescing.

Traveling Engineer J. L. Harrington spent his vacation in Iowa, Minnesota and Colorado.

E. E. Mount, dispatcher's clerk, has been granted a ninety days' leave of absence on account of the ill health of his wife, but we hope to have him back with us again at the expiration of his leave.

Miss Helena Workman reports an enjoyable vacation, but says she didn't go any farther than Jackson, Tenn.

Miss Vivian Williams and her sister, Mrs. Ruby Trimble, left recently for St. Louis and Kansas City to spend their vacation.

Frank P. White, who has been on a leave of absence for several months on account of ill health, resumed his duties as trainmaster's clerk September 1.

Night Foreman P. B. Fowler has returned to work, after being off on his annual vacation.

Roundhouse Clerk Joe Albritton, Machinist Apprentice R. H. White and Station Engineer

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Long Wear Double Tread Tires have double thickness, which insures them against punctures and blowouts; also weather proof. These tires are guaranteed on a 6,000-mile basis, but often give the user 8,000 miles. Take advantage of this great offer and order at once while our stock is complete.

Size	Tire	Tube	Size	Tire	Tube
30x3	$5.50	$1.75	34x4	$8.75	$2.65
30x3½	6.50	1.75	34x4½	10.25	2.75
32x3½	7.00	2.05	35x4½	10.50	2.75
31x4	8.00	2.35	36x4½	11.00	2.75
32x4	8.25	2.45	35x5	11.75	2.75
33x4	8.50	2.50	37x5	12.25	2.85

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S. H. Hart have been oiling up their guns for fall hunting.

We are very sorry to report that Machinist Helper Adron Hart has been forced to lay off several weeks on account of ill health.

J. A. Brown, M. C. B. clerk, is off on his vacation.

Storekeeper J. W. Miles has been transferred from Fulton to Chicago for several weeks on some special work. His place is being filled by Alton N. Matheney.

Dyersburg, Tenn.

Agent W. N. Waggoner has returned from a pleasant visit to the Northern and Western lines of the Illinois Central.

Jodie Smith is back on the job after a pleasant visit in Alligator, Miss.

MEMPHIS TERMINAL DIVISION

Superintendent's Office

Several from this office spent Labor Day in Chicago. Ray J. Rooney, secretary to the superintendent, visited his mother. Dewitt Belton, file clerk, L. G. Trotter, transportation clerk, and Mrs. Trotter went sight-seeing.

Dewitt Belton, file clerk, and Mrs. Belton are rejoicing over a baby girl, who was born at St. Joseph's Hospital September 14.

Mary McHugh, stenographer in the superintendent's office, is busy planning a trip to New Orleans.

Ida Mae Zanone has accepted a position as stenographer to the roadmaster upon the resignation of Mrs. Friz Gibson.

MEMPHIS DIVISION

W. H. Wood, track supervisor on the Clarksdale district, recently enjoyed a ten days' vacation, after sixteen years of continuous service as supervisor.

Mrs. M. D. Martin, stenographer in Roadmaster Maynor's office, has resigned, effective September 15, to accept another position.

Robert Abel, track supervisor on the Tallahatchie district, has returned from New Orleans, where he was operated on for appendicitis. H. L. Costley took over Mr. Abel's duties while he was absent.

Miss Lily Gilmer, stenographer in Major Walsh's office, has returned from a vacation in Colorado.

Miss Diamond Crowe, tonnage clerk, will leave shortly for a vacation in New York City.

Julian Werthem, assistant file clerk, left September 17 to return to school.

The many friends of Supervisor L. E. Whatley will be glad to know that he has regained his health after several months of illness.

Supervisor D. L. Meeks is in Hot Springs, Ark., for his health. T. H. Long relieves him while he is away.

The Misses Crahen, sisters of Supervisor J. Crahen, are now making their home in Memphis.

LOUISIANA DIVISION

Jackson, Miss., Freight Office.

Mr. and Mrs. J. L. Morgan have returned from their trip to Colorado Springs, and the office is now in full swing for the winter.

Vacations are over. California and New York seemed the popular destinations of most of the office people this year, and those who remained in Jackson have listened to many a travelog.

Jackson, Miss., was chosen as one of the stations to be photographed for the moving

Sangamo Special

Adjusted to 6 Positions

Dial up
Dial down
Pendant up
Pendant left
Pendant right
Pendant *down*, as shown in illustration

Bunn Special

Adjusted to 6 Positions

Dial up
Dial down
Pendant up
Pendant left
Pendant right
Pendant *down*, as shown in illustration

Is *Your* Watch Adjusted to Six Positions?

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Name .....

Address .....

City ..... State .....

Age ..... Occupation .....

picture series to be shown this winter. Everybody marched and counter-marched, or tried to appear busy, while the camera clicked off the reels.

Among the younger men in the office, C. H. Williams, Jr., leaves for the Mississippi Agricultural and Mechanical College, Charlton Roberts goes to Millsaps College, and Lee Cotten back to Jackson High School.

I. H. Martin

Engineer I. H. Martin of the Louisiana division has received much praise for the efficient manner in which he brought his train (No. 4) to a dead stop about two miles north of Gallman, Miss., recently and saved two motor cars which had collided on a crossing just ahead of him. A bakery truck going one way and a touring car going another attempted to beat No. 4 to the crossing. In the effort they met in collision on the track. According to the conductor's report: "Engineer Martin, at the bat of an eye and without the loss of a second, shut off steam, applied all the air he had and brought the train to a stop only a short distance from the two dead cars on the track blocking his way." Mr. Martin joined the Illinois Central as a fireman in 1883 and was promoted to engineer in 1887. His efficiency record shows only one mark against him since 1908 and only ten in his whole thirty-eight years of service.

KENTUCKY DIVISION

Miss Mary Leitchfield, telephone operator at Louisville, has returned from an extended trip through the West, during which she visited Yellowstone National Park.

T. L. Davis, supervisor of signals, has been granted six months' leave of absence on account of ill health. His position is being filled temporarily by J. P. Price, formerly water supply foreman.

J. S. Stinebaugh has been appointed temporary water supply foreman during the absence of Mr. Price.

Miss Marion Waggener, supervisor's clerk at Princeton, has returned from an extended tour of Europe, during which she visited Italy, Switzerland, Germany, England and France.

Miss Louise Leitchfield, message clerk at the Louisville offices, has returned from the Kentucky state fair, where she was one of the alto singers in the Community Concert chorus.

R. D. Miller, chief accountant, is the proud father of twin girls weighing five pounds each.

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born September 13. This now makes six present and future voters in Mr. Miller's family.

Alfred Bogie, accountant, has returned from a visit to Key West, St. Augustine and Miami, Fla.

Miss Amie Hammond, stenographer in the accounting department, has returned from a trip to New York.

Miss Annie Martin, comptometer operator, has returned from a vacation trip through the Cumberland mountains.

Mrs. Nancy Omer McGregor, formerly clerk in the superintendent's office at Louisville, is now Mrs. A. I. Dugan. The marriage took place at the Second English Lutheran church Thursday, September 8, the attendants being Miss Ann Sweeney, stenographer in the superintendent's office, and A. J. Early, president and general manager of the Brown Coal Company, with which firm Mr. Dugan is also connected. Mr. and Mrs. Dugan left immediately after the ceremony for an extended wedding trip through the East and have been at home since October 1 at 2128 West Broadway, Louisville.

Richey Pritchard, timekeeper, who has been seriously ill at the Jewish hospital at Louisville for the past two months, is now on the road to recovery.

Miss Katherine Dufficy, stenographer in the roadmaster's office at Louisville, has returned from a vacation trip through Southern Indiana.

Miss Helen Connaughton, telephone operator, has returned from a tour of the Illinois Central lines in Kentucky.

Miss Mabel Hoover, telephone operator, has returned from a nice vacation trip, during which she visited the Grand Canyon of the Colorado, Colorado Springs, Denver, Salt Lake City and Chicago.

JUST A PICNIC

Group from office of auditor of passenger receipts, Chicago, at picnic given by employes of Burnside Shops at Kankakee, Ill., Labor Day. Sitting, W. J. Esschen; middle row, left to right, Misses J. DeBruin, C. Swanson, E. Bryan and Mrs. W. J. Renn; back row, J. E. Kovats, W. C. Morrison and R. M. Goodell. W. J. Renn is missing, presumably taking the picture. One motor car carried the bunch, they claim.

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Our Monthly Roll of Honor

Below is a list of employes retired at the meeting of the Board of Pensions September 29:

Name	Occupation	Yrs. of Service	Date of Retirement
Frank S. Baldwin	Blacksmith, Waterloo, Ia	24	2/28/21
Thomas Fox (Colored)	Blacksmith Helper, Water Valley	28	5/31/21
Charles S. Van Antwerp	Agent, Blue Island, Ill	24	6/30/21
Robert H. Troutman	Engineman, Louisville, Ky	23	6/30/21
Walter A. Purdy	Conductor, Champaign, Ill	21	7/31/21
Jerry O'Connor	Crossing Flagman, Springfield	49	7/31/21
John B. Cornelius	Conductor, Dubuque, Ia	34	7/31/21
Delos W. Loban	Agent. Osage, Ia.	40	7/31/21
William B. Barton	Agent and Operator, Onawa, Ia	33	7/31/21
Victor Berggren	Carpenter, Cherokee, Ia	24	7/31/21
James Leddy	Conductor, McComb, Miss	31	7/31/21
Julius Goetke	Laborer, 27th St., Chicago, Ill	25	9/30/21
John Pendergast	Section Foreman, Colfax, Ill	50½	9/30/21
Edward Livesay	Section Laborer, Dongola. Ill	20	9/30/21
Fred H. Spohr	Section Foreman, Waverly, Ia	44	9/30/21
Y. & M. V. R. R.			
Henry Hunt (Colored)	Fireman, Memphis, Tenn	24	5/31/21

The following deaths of pensioners were reported at the same meeting:

Name	Last Employment	Date of Death	Term as Pensioner
Henry R. Hopkins	Trainmaster, Chicago Terminal	9/1/21	16 years
Edward Luby	Crossing Flagman, Wisconsin Divn	9/1/21	9 years
Robert Harper, Sr	Foundry Foreman, Louisiana Divn	9/3/21	13 years
John Bleichner	Crossing Watchman, Illinois Divn	8/24/21	2 years
Balthasar Schleick	Carpenter, Burnside Shops	9/1/21	1 year
James Bailey	Crossing Flagman, Wisconsin Divn	9/11/21	8 years
Andrew J. Scott	Train Baggageman, Wisconsin Divn	7/20/21	16 years
Benjamin R. Kent	Clerk, Burnside Shops	8/28/21	15 years
John Ackerman	Boiler Washer, Minnesota Division	9/20/21	8 years

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December to See Safety Effort
Mr. Markham on Rail Situation
Wisconsin Division Veterans
Handling Heavy Tonnage Train
How British Look at Rates
Boiler Manufacture and Use
Judge Lovett on Allied Debt
The Problems of Supervision

NOVEMBER 1921

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H. J. Roth

Mr. Roth, superintendent of the Indiana division, with headquarters at Mattoon, Ill., was born October 21, 1870, at Fairfield, Iowa. He was educated in the public schools at Red Oak, Iowa, and Osceola, Neb. His record since then has been as follows: Entered service in 1885 as messenger for the Union Pacific Railroad at Osceola, Neb.; 1886-1888, operator, freight agent, ticket agent; 1889-1890, dispatcher; entered service of the Northern Pacific Railroad; dispatcher 1891-1892; returned to Union Pacific as dispatcher; chief dispatcher, trainmaster and assistant superintendent, 1893-1912; entered service of Illinois Central as inspector of transportation and trainmaster, St. Louis division; April 1, 1917, appointed superintendent of the Indiana divison.

VOLUME TEN NUMBER FIVE

ILLINOIS CENTRAL MAGAZINE

NOVEMBER NINETEEN TWENTY-ONE

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September Coal Saving Thousands of Tons

Less Than 300,000 Tons Used First Month of Campaign; Decrease Seen in Each Class

THE Illinois Central System effected a saving in the consumption of coal in September, the first half of the two months' fuel conservation campaign, of 30,991 tons as compared with September, 1920, and 25,187 tons as compared with August, 1921, according to reports compiled in the office of Vice-President L. W. Baldwin. The estimated saving is based upon the saving in consumption per unit of service and the number of service units rendered during the conservation month.

In other words, if the rate of coal consumption per unit of service had been the same as in September, 1920, the system would have burned 30,991 tons more than actually were consumed; or, if the rate of consumption per service unit had been the same as in August, 1921, the system would have burned 25,187 tons more.

Without calculating the saving upon the basis of the amount of transportation service performed, the system actually burned 380,499 tons of coal in September, 1920, 324,314 tons in August, 1921, and 294,676 tons in September, 1921.

Saving Shown Over Last Year

The report from Vice-President Baldwin's office shows that a saving was made in September, as compared with that month last year, of 6 pounds per 1,000 gross ton miles in freight service, 195 pounds per 100 passenger car miles in passenger service, 10 pounds per switching locomotive mile in switching service, and a total of 3,147 tons in miscellaneous service.

In addition to this direct saving, it must also be considered that the system used approximately 47,000 tons more of 6-inch egg mine run coal in September, 1921, than in September, 1920, due to the storing of lump coal. Tests show that there is a loss in the use of 6-inch egg mine run coal, compared with straight mine run coal, of approximately 7.3 per cent, due to incomplete combustion and loss through stack cinders. It is estimated that the total coal consumed was increased because of this approximately 3,430 tons, and that factor has been considered in the estimate of the saving which the conservation efforts of September produced over September last year.

The report shows that the September saving, as compared with August this year, was 5 pounds per 1,000 gross ton miles in freight service, 155 pounds per 100 passenger car miles in passenger service, 15 pounds per switching locomotive mile in switching service and a total of 4,536 tons in miscellaneous service. The consumption of 6-inch egg mine run coal was approximately 9,500 tons greater than in August. It is estimated that this increased the September consumption approximately 694 tons, and that factor has been considered in estimating the saving produced over August by the September conservation efforts.

Looks for Good October Results

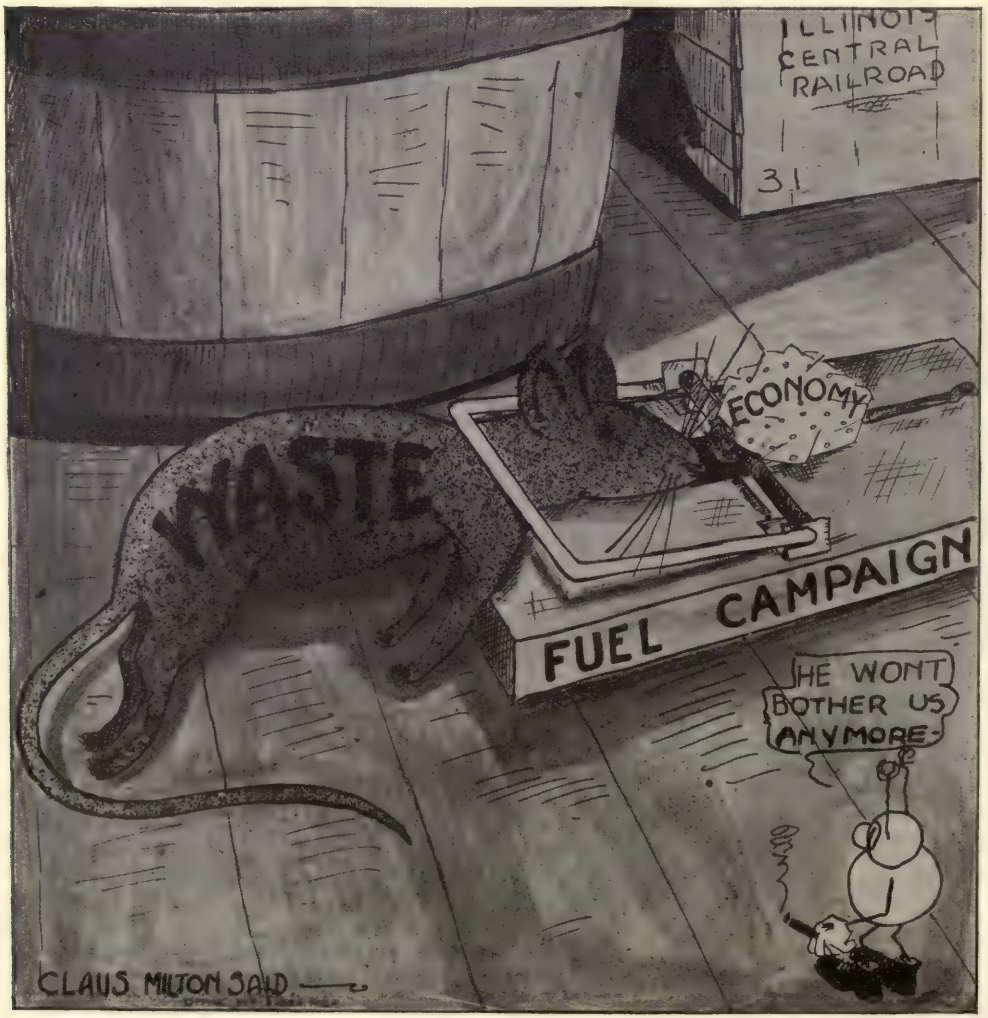
Mr. Baldwin has expressed himself greatly pleased with the results obtained in September. He believes the October results will be likewise gratifying.

In a message to General Manager A. E. Clift, the members of the General Fuel

Conservation Committee, the chairmen of the division fuel conservation committees, and the chairmen of the traveling engineers' fuel conservation committees, Mr. Baldwin conveyed to them, and all other officers and employes, his appreciation for the splendid September showing.

The following is a comparative statement of locomotive performance for the Illinois Central System:

	September 1920	August 1921	September 1921
Freight Service:			
Gross ton miles	3,160,256,000	2,579,683,000	2,544,299,000
Coal consumed freight service	235,998	191,477	181,336
Lbs. per 1,000 GTM	149	148	143
Passenger Service:			
Passenger car miles	8,316,167	8,200,023	8,079,178
Coal consumed passenger service	74,225	71,559	64,214
Lbs. per 100 PCM	1,785	1,745	1,590
Switching Service:			
Switching locomotive miles	885,553	695,443	656,749
Coal consumed switching service	55,994	45,607	37,991
Lbs. per SLM	126	131	116
Miscellaneous Service:			
Tons consumed	14,282	15,671	11,135



Fuel Saving—Sept., 1921, and Aug., 1921

FREIGHT SERVICE

Division	Lbs. per 1,000 Gross Ton Miles Sept.	August	Inc.	Dec.	Result in Tons Saving	Loss
Illinois	120	125	.....	5	1,162	.....
St. Louis	147	151	.....	4	540	.....
Springfield	144	153	.....	9	691	.....
Indiana	187	197	.....	10	410	.....
Wisconsin	176	181	.....	5	453	.....
Minnesota	220	224	.....	4	298	.....
Iowa	174	180	.....	6	458	.....
Kentucky	188	207	.....	19	1,395	.....
Tennessee	110	118	.....	8	1,335	.....
Mississippi	185	183	2	.....	.....	63
Louisiana	103	116	.....	13	1,053	.....
Memphis (Y. & M. V.)	116	116	.....	.....	.....	.....
Yazoo District (Y. & M. V.)	88	99	.....	11	336	.....
Vicksburg (Y. & M. V.)	148	146	2	.....	.....	47
New Orleans (Y. & M. V.)	134	148	.....	14	614	.....
System average	143	148	.....	5	Total 8,635	.....

PASSENGER SERVICE

Division	Lbs. per 100 Pass. Car Miles Sept.	August	Inc.	Dec.	Result in Tons Saving	Loss
Chicago Terminal	2,097	2,252	.....	155	501	.....
Illinois	1,316	1,354	.....	38	261	.....
St. Louis	1,508	1,857	.....	349	1,266	.....
Springfield	2,240	2,202	38	.....	.....	55
Indiana	2,132	2,210	.....	78	73	.....
Wisconsin	1,746	1,908	.....	162	369	.....
Minnesota	1,792	2,309	.....	517	914	.....
Iowa	2,069	2,023	46	.....	.....	100
Kentucky	1,840	2,024	.....	184	398	.....
Tennessee	1,207	1,529	.....	322	1,344	.....
Mississippi	1,266	1,351	.....	85	277	.....
Louisiana	1,049	1,199	.....	150	478	.....
Memphis (Y. & M. V.)	1,712	1,959	.....	247	454	.....
Yazoo District (Y. & M. V.)	1,198	1,746	.....	548	119	.....
Vicksburg (Y. & M. V.)	1,920	1,587	333	.....	.....	351
New Orleans (Y. & M. V.)	1,728	1,914	.....	186	403	.....
System average	1,590	1,745	.....	155	Total 6,351	.....

SWITCHING SERVICE

Division	Lbs. per Swg. Loco. Miles Sept.	August	Inc.	Dec.	Result in Tons Saving	Loss
Chicago Terminal	120	114	6	.....	.....	421
Illinois	86	92	.....	6	60	.....
St. Louis	122	140	.....	18	1,071	.....
Springfield	113	127	.....	14	199	.....
Indiana	129	153	.....	24	260	.....
Wisconsin	136	153	.....	17	253	.....
Minnesota	117	113	4	.....	.....	43
Iowa	135	168	.....	33	531	.....
Kentucky	96	124	.....	28	521	.....
Tennessee	65	96	.....	31	317	.....
Mississippi	81	81	.....	.....	.....	.....
Louisiana	102	115	.....	13	155	.....
New Orleans Terminal	123	157	.....	34	1,010	.....
Memphis (Y. & M. V.)	101	124	.....	23	100	.....
Memphis Terminal (Y. & M. V.)	109	125	.....	16	437	.....
Yazoo District (Y. & M. V.)	103	112	.....	9	24	.....
Vicksburg (Y. & M. V.)	113	165	.....	52	140	.....
New Orleans (Y. & M. V.)	123	152	.....	29	357	.....
System average	116	131	.....	15	Total 4,971	.....

MISCELLANEOUS SERVICE

	Sept.	August	Saving
Tons Consumed	11,135	15,671	4,536 tons

Fuel Saving—Sept., 1921 and Sept., 1920

FREIGHT SERVICE

Division	Lbs. Per 1,000 Gross Ton Miles 1921	1920	Inc.	Dec.	Result in Tons Saving	Loss
Illinois	120	119	1	.....	.....	232
St. Louis	147	145	2	.....	.....	270
Springfield	144	141	3	.....	.....	231
Indiana	187	238	.....	51	2,092	.....
Wisconsin	176	204	.....	28	2,539	.....
Minnesota	220	213	7	.....	.....	522
Iowa	174	183	.....	9	687	.....
Kentucky	188	196	.....	8	587	.....
Tennessee	110	129	.....	19	3,171	.....
Mississippi	185	190	.....	5	158	.....
Louisiana	103	133	.....	30	2,429	.....
Memphis (Y. & M. V.)	116	112	4	.....	.....	379
Yazoo District (Y. & M. V.)	88	124	.....	36	1,101	.....
Vicksburg (Y. & M. V.)	148	153	.....	5	117	.....
New Orleans (Y. & M. V.)	134	150	.....	16	702	.....
System average	143	149	.....	6	Total 11,949	.....

PASSENGER SERVICE

Division	Lbs. per 100 Pass. Car Miles 1921	1920	Inc.	Dec.	Result in Tons Saving	Loss
Chicago Terminal	2,097	2,516	.....	419	1,677	.....
Illinois	1,316	1,373	.....	57	391	.....
St. Louis	1,508	1,672	.....	164	590	.....
Springfield	2,240	2,218	22	.....	.....	323
Indiana	2,132	2,602	.....	470	441	.....
Wisconsin	1,746	1,667	79	.....	.....	180
Minnesota	1,792	2,141	.....	349	617	.....
Iowa	2,069	2,226	.....	157	346	.....
Kentucky	1,840	2,091	.....	251	543	.....
Tennessee	1,207	1,694	.....	487	2,032	.....
Mississippi	1,266	1,427	.....	161	525	.....
Louisiana	1,049	1,357	.....	308	981	.....
Memphis (Y. & M. V.)	1,712	1,977	.....	265	487	.....
Yazoo District (Y. & M. V.)	1,198	2,029	.....	831	187	.....
Vicksburg (Y. & M. V.)	1,920	1,737	183	.....	.....	193
New Orleans (Y. & M. V.)	1,728	2,041	.....	313	678	.....
System average	1,590	1,785	.....	195	Total 8,799	.....

SWITCHING SERVICE

Division	Lbs. per Swg. Loco. Miles 1921	1920	Inc.	Dec.	Result in Tons Saving	Loss
Chicago Terminal	120	107	13	.....	.....	912
Illinois	86	110	.....	24	241	.....
St. Louis	122	136	.....	14	783	.....
Springfield	113	125	.....	12	175	.....
Indiana	129	129	.....	.....	.....	.....
Wisconsin	136	121	15	.....	.....	223
Minnesota	117	97	20	.....	.....	215
Iowa	135	170	.....	35	568	.....
Kentucky	96	135	.....	39	727	.....
Tennessee	65	152	.....	87	889	.....
Mississippi	81	77	4	.....	.....	8
Louisiana	102	110	.....	8	55	.....
New Orleans Terminal	123	130	.....	7	208	.....
Memphis (Y. & M. V.)	101	155	.....	54	237	.....
Memphis Terminal (Y. & M. V.)	109	135	.....	26	709	.....
Yazoo District (Y. & M. V.)	103	131	.....	28	75	.....
Vicksburg (Y. & M. V.)	113	136	.....	23	62	.....
New Orleans (Y. & M. V.)	123	147	.....	24	295	.....
System average	116	126	.....	10	Total 3,666	.....

MISCELLANEOUS SERVICE

	1921	1920	Saving
Tons Consumed	11,135	14,282	3,147 tons

FREIGHT SERVICE

Division	Thousand Gross Ton Miles Sept. 1921	Sept. 1920	Dec.	%	Tons Coal Consumed Sept. 1921	Sept. 1920	Dec.	%
Chicago Terminal								
Illinois	464,659	618,611	153,952	24.89	27,786	36,672	8,886	24.23
St. Louis	269,678	348,943	79,265	22.72	19,815	25,292	5,477	21.65
Springfield	153,580	206,311	52,731	25.56	11,071	14,505	3,434	23.67
Indiana	82,037	90,525	8,488	9.38	7,674	10,781	3,107	28.82
Wisconsin	181,399	227,247	45,848	20.18	15,960	23,147	7,187	31.05
Minnesota	149,116	160,455	11,339	7.06	16,387	17,088	701	4.10
Iowa	152,719	155,866	3,147	2.02	13,296	14,257	961	6.74
Kentucky	146,807	136,113	10,694*	7.85	13,765	13,332	433*	3.25
Tennessee	333,825	430,090	96,265	22.39	18,368	27,814	9,446	33.96
Mississippi	63,374	84,662	21,288	25.14	5,873	8,028	2,155	26.84
Louisiana	161,956	224,098	62,142	27.73	8,301	14,914	6,613	44.34
Yazoo Dist. (Y. & M. V.)	61,178	83,356	22,178	26.60	2,679	5,170	2,491	48.18
Memphis (Y. & M. V.)	189,327	245,838	56,511	22.99	11,000	13,812	2,812	20.36
Vicksburg (Y. & M. V.)	46,820	54,555	7,735	14.18	3,458	4,184	726	17.35
New Orleans (Y. & M. V.)	87,824	93,586	5,762	6.16	5,903	7,002	1,099	15.69
Total	2,544,299	3,160,256	615,957	19.81	181,336	235,998	54,662	23.16

* Increase.

PASSENGER SERVICE

Division	Passenger Car Miles Sept. 1921	Sept. 1920	Dec.	%	Tons Coal Consumed Sept. 1921	Sept. 1920	Dec.	%
Chicago Terminal	646,481	585,111	61,370*	10.49	6,777	7,362	585	7.95
Illinois	1,371,859	1,415,565	43,706	3.09	9,077	9,721	644	6.62
St. Louis	725,618	736,775	11,157	1.51	5,470	6,161	691	11.22
Springfield	291,021	313,287	22,266	7.11	3,260	3,161	99*	3.13
Indiana	187,531	185,013	2,518*	1.36	1,999	2,407	408	16.95
Wisconsin	455,651	446,710	8,941*	2.00	3,978	3,724	254*	6.82
Minnesota	353,467	373,512	20,045	5.37	3,486	4,000	514	12.85
Iowa	434,364	451,289	16,925	3.75	4,494	5,024	530	10.55
Kentucky	432,784	411,870	20,914*	5.08	3,981	4,306	325	7.55
Tennessee	834,751	874,227	39,476	4.51	5,038	7,406	2,368	31.97
Mississippi	652,870	655,227	2,357	0.36	4,133	4,692	559	11.91
Louisiana	637,169	650,778	13,609	2.09	3,343	4,417	1,074	24.31
Yazoo Dist. (Y. & M. V.)	43,416	44,545	1,129	2.53	260	452	192	42.48
Memphis (Y. & M. V.)	367,745	457,238	89,493	19.57	3,148	4,520	1,372	30.35
Vicksburg (Y. & M. V.)	211,017	259,175	48,158	18.58	2,026	2,283	257	11.26
New Orleans (Y. & M. V.)	433,434	449,747	16,313	3.63	3,744	4,589	845	18.41
Total	8,079,178	8,310,069	230,891	2.78	64,214	74,225	10,011	13.48

SWITCHING SERVICE

Division	Engine Hours Sept. 1921	Sept. 1920	Dec.	%	Tons Coal Consumed Sept. 1921	Prev. Sept.	Dec.	%
Chicago Terminal	23,390	35,434	12,044	34.	8,430	11,405	2,975	26.
Illinois	3,349	4,605	1,256	27.2	868	1,516	748	49.2
St. Louis	19,839	24,839	5,000	20.1	7,244	10,176	2,932	28.8
Springfield	4,737	5,642	905	16.	1,599	2,111	512	24.2
Indiana	3,609	5,302	1,693	31.9	1,399	2,050	651	31.7
Wisconsin	4,952	6,314	1,362	21.5	2,014	2,286	272	11.9
Minnesota	3,576	3,680	104	.03	1,252	1,077	175*	16.2
Iowa	5,366	6,556	1,190	16.6	2,174	3,343	1,169	34.9
Kentucky	6,208	6,215	7	.001	1,791	2,524	733	29.
Tennessee	3,406	4,081	675	16.5	665	1,860	1,195	64.2
Mississippi	704	1,219	515	42.2	171	282	111	39.3
Louisiana	3,976	5,234	1,258	24.	1,217	1,728	511	29.5
Yazoo District (Y. & M. V.)	896	1,377	481	34.8	277	540	263	48.7
New Orleans Terminal	9,897	16,624	6,727	40.4	3,643	6,492	2,849	39.2
Memphis Terminal (Y. & M. V.)	9,095	12,050	2,955	24.5	2,987	4,883	1,896	38.6
Memphis (Y. & M. V.)	1,460	2,163	703	32.5	443	1,006	563	55.9
Vicksburg (Y. & M. V.)	897	1,467	570	32.	305	598	293	49.
New Orleans (Y. & M. V.)	4,100	4,788	688	14.3	1,512	2,117	605	28.6
Total	109,457	147,580	38,133		37,991	55,994	18,278	32.3

*Increase.

FUEL SAVING

Sept., 1920 - Sept., 1921

The tables presented on this page show the number of service units performed by the Illinois Central System in freight, passenger and switching service in September, 1920, and September, 1921, together with the total number of tons of coal consumed in performing this service and the percentages of increase or decrease in both units of service and tons of coal.

FREIGHT SERVICE

Division	Gross Ton Miles (Thousands) Sept. 1921	Aug. 1921	Dec.	%	Tons Coal Consumed Sept. 1921	Aug. 1921	Dec.	%
Chicago Terminal	.....	.....	.....	.....	.....	.....	.....	.....
Illinois	464,659	441,918	22,741*	5.15	27,786	27,681	105*	.38
St. Louis	269,678	269,346	332*	.12	19,815	20,389	574	2.82
Springfield	153,580	152,493	1,087*	.71	11,071	11,654	583	5.00
Indiana	82,037	81,989	48*	.06	7,674	8,090	416	5.14
Wisconsin	181,399	179,345	2,054*	1.15	15,960	16,265	305	1.88
Minnesota	149,116	144,979	4,137*	2.85	16,387	16,266	121*	.74
Iowa	152,719	148,745	3,974*	2.67	13,296	13,375	79	.59
Kentucky	146,807	148,503	1,696	1.14	13,765	15,393	1,628	10.58
Tennessee	333,825	351,377	17,552	5.00	18,368	20,721	2,353	11.36
Mississippi	63,374	58,776	4,598*	7.82	5,873	5,386	487*	9.04
Louisiana	161,956	186,750	24,794	13.28	8,301	10,823	2,522	23.30
Yazoo Dist. (Y. & M. V.)	61,178	72,929	11,751	16.11	2,679	3,587	908	25.31
Memphis (Y. & M. V.)	189,327	211,093	21,766	10.31	11,000	12,193	1,193	9.78
Vicksburg (Y. & M. V.)	46,820	46,129	691*	1.50	3,458	3,360	98*	2.92
New Orleans (Y. & M. V.)	87,824	85,311	2,513*	2.95	5,903	6,294	391	6.21
Totals	2,544,299	2,579,683	35,384	1.37	181,336	191,477	10,141	5.30

*Increase.

PASSENGER SERVICE

Division	Passenger Car Miles Sept. 1921	Aug. 1921	Dec.	%	Tons Coal Consumed Sept. 1921	Aug. 1921	Dec	%
Chicago Terminal	646,481	677,873	31,392	4.63	6,777	7,632	855	11.20
Illinois	1,371,859	1,343,487	28,372*	2.11	9,077	9,095	18	.20
St. Louis	725,618	702,993	22,625*	3.22	5,470	6,526	1,056	16.18
Springfield	291,021	311,448	20,427	6.56	3,260	3,429	169	4.93
Indiana	187,531	190,656	3,125	1.64	1,999	2,107	108	5.13
Wisconsin	455,651	461,641	5,990	1.30	3,978	4,404	426	9.67
Minnesota	353,467	368,157	14,690	3.99	3,486	4,251	765	18.00
Iowa	434,364	452,145	17,781	3.93	4,494	4,574	80	1.75
Kentucky	432,784	466,803	34,019	7.29	3,981	4,725	744	15.75
Tennessee	834,751	845,362	10,611	1.26	5,038	6,465	1,427	22.07
Mississippi	652,870	653,363	493	.08	4,133	4,413	280	6.34
Louisiana	637,169	634,743	2,426*	.38	3,343	3,804	461	12.12
Yazoo Dist. (Y. & M. V.)	43,416	44,109	693	1.57	260	385	125	32.47
Memphis (Y. & M. V.)	367,745	375,863	8,118	2.16	3,148	3,681	533	14.48
Vicksburg (Y. & M. V.)	211,017	217,924	6,907	3.17	2,026	1,729	297*	17.18
New Orleans (Y. & M. V.)	433,434	453,456	20,022	4.42	3,744	4,339	595	13,71
Totals	8,079,178	8,200,023	120,845	1.47	64,214	71,559	7,345	10.26

SWITCHING SERVICE

Division	Swg. Locomotive Miles Sept. 1921	Aug. 1921	Dec.	%	Tons Coal Consumed Sept. 1921	Aug. 1921	Dec.	%
Chicago Terminal	140,337	159,163	18,826	11.83	8,430	9,078	648	.71
Illinois	20,094	19,104	990*	5.18	868	879	11	1.25
St. Louis	119,034	125,680	6,646	5.29	7,244	8,782	1,538	17.51
Springfield	28,422	28,459	37	.13	1,599	1,807	208	11.51
Indiana	21,656	23,024	1,368	5.94	1,399	1,760	361	20.51
Wisconsin	29,712	28,034	1,678*	5.99	2,014	2,142	128	5.98
Minnesota	21,456	21,666	210	.97	1,252	1,223	29*	2.37
Iowa	32,197	36,715	4,518	12.31	2,174	3,087	913	29.58
Kentucky	37,249	38,124	875	2.30	1,791	2,371	580	24.46
Tennessee	20,438	18,916	1,522	8.05	665	904	239	26.44
Mississippi	4,222	5,385	1,163	21.60	171	217	46	21.20
Louisiana	23,858	24,287	429	1.77	1,217	1,401	184	13.13
Yazoo District (Y. & M. V.)	5,378	6,136	758	12.35	277	345	68	19.71
New Orleans Terminal	95,384	69,172	9,788	14.15	3,643	5,433	1,790	32.95
Memphis Terminal	54,570	53,998	572*	1.06	2,987	3,385	398	11.76
Memphis (Y. & M. V.)	8,760	7,110	1,650*	23.21	443	440	3*	.68
Vicksburg (Y. & M. V.)	5,382	5,088	294*	5.78	305	420	115	27.38
New Orleans (Y. & M. V.)	24,600	25,382	782	3.08	1,512	1,933	421	21.78
Totals	656,749	695,443	38,694	5.56	37,991	45,607	7,616	16.70

*Increase.

FUEL SAVING

Aug., 1920-Sept., 1921

The tables presented on this page show the number of service units performed by the Illinois Central System in freight, passenger and switching service in August, 1921, and September, 1921, together with the total number of tons of coal consumed in performing this service and the percentages of increase or decrease in both units of service and tons of coal.

November to Be "Strike No Stock" Month

Effort Is Intended to Cut Down Loss Both to Company and to Owners of Animals

A CAMPAIGN to reduce the killing of livestock on the waylands of the Illinois Central System will be made during November. Four hundred eighty-five head of livestock were struck during November, 1920, against which the results of the campaign will be compared. In announcing the campaign, the management instructed division officers to hold meetings and secure the distribution of information.

The following report shows the number of head of stock struck on each of the four grand operating divisions during November, 1920:

	Horses Mules Cattle	Hogs Sheep
Northern Lines	7	70
Western Lines	11	7
Southern Lines	54	71
Yazoo & Mississippi Valley	136	99
	238	247

The following is a record of the number of head of stock struck on each operating division during November last year:

	Horses Mules Cattle	Hogs Sheep
Northern Lines		
Illinois	2	5
St. Louis	1	5
Springfield	2	57
Indiana	2	3
Western Lines		
Wisconsin	2	1
Iowa	5	5
Minnesota	4	1
Southern Lines		
Kentucky	12	24
Tennessee	11	6
Mississippi	34	22
Louisiana	27	19
Yazoo & Mississippi Valley		
Memphis	49	16
Vicksburg	6	5
New Orleans	81	78
	238	247

"Past campaigns have demonstrated that with intense interest it is possible to avoid the striking and killing of stock to a large extent," reads the letter from the management announcing the campaign. "It is hoped that such interest will be maintained by all concerned during November."

SOME WELL-KEPT STATION GROUNDS

Station at Wheeler, Ill., Indiana division, showing the well-kept lawn at that place. The two men in the picture are H. H. Hildebrands, agent, and Sam Ward, section foreman. Both of these men are very proud of their station and grounds.

Safety Campaign Planned for December

Attempt Is to Better Record of Last Year in Personal Injuries, Train Accidents and Equipment Damage

By L. W. BALDWIN,
Vice-President

A CAMPAIGN for the prevention of personal injuries, train accidents and damage to equipment will be conducted on the Illinois Central System during December. The month will be divided into two periods, the 1st to the 14th, inclusive, and the 15th to the 31st, inclusive. Our goal will be to reduce injuries, accidents and equipment damage at least one-half during the first period of the month and at least one-third during the second period, compared with the corresponding periods of last year. The division into periods of fourteen and seventeen days is made because of the safety drive conducted from December 15 to 31 last year, when an excellent record was made.

Record for December, 1920

The following table shows the number of personal injuries which occurred on the Illinois Central System during the two periods of December, 1920:

	1-14	15-31	Total
Employes, killed	0	1	1
Employes, injured	206	204	410
Trespassers, killed	2	6	8
Trespassers, injured	7	4	11
Passengers, killed	0	0	0
Passengers, injured	20	10	30
Others, killed	3	1	4
Others, injured	12	7	19
Total, killed	5	8	13
Total, injured	245	225	470

The following table shows the number of accidents and the total damage resulting therefrom under the classification, "numbered accidents," on the Illinois Central System during the two periods of December last year:

	1-14	15-31	Total
Number	37	44	81
Damage	$27,509.46	$45,619.85	$73,129.31

Figures are now being compiled on the number of accidents resulting in damage to equipment and the losses therefrom, other than "numbered accidents," according to the campaign periods. The total damage to equipment under this classification in December, 1920, was $23,886.18.

Performance of Duty Expected

The December drive should have the loyal support of every officer and employe. We expect no one to do more than his duty, but we do expect the performance of duty from every person. The rules of the operating department and other departments are framed with a view of preventing the occurrence of injuries, accidents and damage. A compliance with the letter and the spirit of the rules will go far in the promotion of safety.

The railroad is not responsible for every injury, accident and damage. The carelessness of outsiders, a defect in equipment which cannot be detected, or something else over which officers and employes have little or no control causes many of the regrettable occurrences which it is our endeavor to prevent at all times. But we should not allow ourselves to accept these causes as excuses. We are going to count every accident, injury and damage, regardless of where the blame lies, and we shall expect every individual to do his utmost to prevent accidents, injuries and damage.

The carelessness of automobilists and pedestrians in crossing railway tracks at grade and of passengers in boarding and alighting from trains and crowding to the edge of platforms is a constant cause of injuries. We should make every effort to prevent both such injuries and their causes. Passengers exhibiting carelessness should be admonished, politely but firmly. Enginemen should be constantly on the alert in approaching crossings, the engineer giving clear and ample warning, and the fireman arranging his work so as to keep a sharp lookout from his side of the locomotive cab.

Watch Rules 837 and 838!

Trainmen and yardmen are admonished to comply strictly with rules Nos. 837 and 838. Lookout must be maintained when-

ever cars are moved over crossings. Cars must not be shunted over crossings unattached to the engine. Proper warning must be given at all times when cars being unloaded are to be moved; a shouted warning is never sufficient, unless it is clear beyond all doubt that the persons concerned have understood it.

Our division officers have manifested the Illinois Central spirit in the work of injury and accident prevention. Staff and safety meetings at regular intervals to discuss and fix the blame for accidents and injuries are a fine step, but such meetings are only a step unless the members earnestly seek the real cause of an accident or injury and apply the proper remedy to prevent its recurrence.

Inspectors of equipment fill important posts. The management places a great trust in their faithfulness to duty and their efficiency. They often have the safety of thousands of lives in their hands in a single day, and the safety of many thousands of dollars represented in equipment. Their work should be painstaking and thorough.

The particular point about this campaign is that we are asking of every person concerned only the performance of his duty, the maintenance of watchfulness at all times, and a spirit of loyalty and service—a spirit, we are sure, which marks every man and woman in the ranks of the Illinois Central System. The success of the campaign will depend upon the support which officers and employes give.

What nobler cause is there than preventing accidents resulting in the death or injury of human beings? None. This is a cause that we can all enter into with heart and soul, because it is one that not only helps the railroad but also helps humanity. Failure to enlist under this banner may result in your own injury or death or the injury or death of someone dear to you.

I earnestly hope that every officer and employe will do his part to make the campaign a success.

The Boss Sees More Than You Believe

When Carnegie made Schwab general manager of his principal steel plant he gave him this little advice: "In going through the works, Charlie, you will see many things that you mustn't see." Every employer and every executive sees far more than some employes imagine. If you are an employe, don't fool yourself that you fool the boss one little bit. While he may keep his mouth closed when he walks through the place, he doesn't keep his eyes closed. He takes in everything. He makes lots of mental notes. It doesn't take him long to size up the people working with him.

He knows very well the employes who stick industriously to their tasks, and those who finds all sorts of pretexts for getting away from the spot where they belong. He knows the employe who has a habit of sneaking out to wash up before lunch-time or closing-time, and he knows the ones who do not. He knows the employe who is eager for an excuse to talk instead of working, and the ones who would rather work than talk. In time, too, he discovers who turns out the best work, who do only fairly good work and who are slipshod.

And when the time comes to make changes, his mind immediately flashes to the employe or employes who are most worthy of promotion, just as his mind turns to the least meritorious employes when working forces have to be reduced. In a great many places the workers complain that the bosses have favorites. Of course they have. Every intelligent boss looks with favor upon those who are serving the organization best. The employes who have become "favorites" usually deserve to have favors shown them.

The best way to become a favorite with the boss is not to go out of your way to attract his attention or to fawn upon him, but to keep your eyes, your hands and your mind on the job, and to keep on keeping them on the job. He is looking for results, not for obsequiousness, not for flattery.—FORBES, *quoted in September 20 issue of Tick Talk of the Western Clock Company, La Salle, Ill.*

All Together Now for Perfect Packages!

November Will See Illinois Central Co-operating in General Drive for Careful Preparation

NOVEMBER will be "Perfect Package" month on the railroads, steamship lines and express companies of the United States and Canada. Special efforts will be made to reduce the loss and damage of freight attributable to imperfect packing. There will be great rivalry among the various cities and communities to make their records perfect.

The Illinois Central System will co-operate fully in the movement, which is sponsored by the American Railway Association and the American Railway Express Company. C. G. Richmond, superintendent of stations and transfers, held a meeting with the supervising agents of the Northern and Western lines of the Illinois Central October 18 in Chicago, and W. M. Hale, chief clerk in Mr. Richmond's office, held a similar meeting with the supervising agents of the Southern Lines of the Illinois Central and the Yazoo & Mississippi Valley October 19 at Memphis. Mr. Richmond had planned to hold the second meeting, but illness in his family prevented.

Special Notations to Be Made

"We are going to do everything possible to make the Illinois Central System stand at the head of the list of railroads in the number of exceptions noted against shipments forwarded for transportation in November," Mr. Richmond declared.

When shipping errors are found during the month by railway and express employes, notations will be made on special "exception reports" and sent to shippers of the packages. A record will be kept of these reports.

"Help us make this city's record 100 per cent" will be the slogan of a poster to be placarded through the two countries. Plans for the month's campaign on the Illinois Central System include the posting and distribution of circulars; meetings of agents with shippers, chambers of commerce and other civic bodies; bringing out and passing on of suggestions; the organization of central committees in cities served by more than one railroad; the publication of local bulletins and circulars, giving daily or weekly results; the holding of frequent meetings between the agents and their platform organizations; the instruction of receiving clerks, and an intensive effort to see that all packages accepted for shipment are in an acceptable condition.

Facsimile of the poster which will be posted throughout the United States and Canada, calling attention to "Perfect Package" month.

Shipments to Be Refused

Mr. Richmond has instructed the supervising agents to carry out a program of having receiving clerks refuse shipments under the following conditions:

In fiber boxes tied with rope, flaps not glued or sealed,

In fiber boxes with flaps not glued or sealed,

In second-hand fiber boxes unless in perfect condition,
In fiber boxes where edge seams are torn.
In packages without rope, contents protruding,
In packages with contents rattling.
In packages requiring recoopering,
In packages insecure or weak,
In packages without marks.
In packages illegibly or not properly marked,
In packages with old consignment marks,
In packages with consignee or destination abbreviated,
In packages with improper tags,
In packages with insufficient nails,
In packages with loose boards,
In barrels overloaded.

Strong for "Barnyard Golf" at Waterloo

Madison Square, New York, may be the fight center of the world, and Cuba the mecca for the ones that are seeking refreshments, but what the participants call the greatest sporting event that has taken place anywhere among the employes of the Illinois Central System was staged during September at the Waterloo (Iowa) Shops in the form of a horseshoe pitching contest. As is well known, the game of "barnyard golf" has been more than popular this fall, and this has surely been true among the shopmen at Waterloo. These games have drawn unusually large crowds.

The tournament started the first of September and ran for thirteen days, with seven courts in operation, all on company property, and fourteen teams participating, composed of men from fourteen departments in the shops. Each team played every other team a set of three games. These sets were all run on a regular schedule. Lists of rules and score cards were printed. A complete daily score was kept, and each day a record was posted of the points made by the teams. Three silver loving cups were awarded, the largest to the highest scoring team and two smaller cups to the first and second highest individuals. The latter cups are now the personal property of the winners, but the team cup has to be won three seasons to become the property of any department.

The sheet metal workers' team, composed of Charles Harp and D. B. Foutch, won the team trophy, while D. B. Foutch is the possessor of the highest individual cup and W. J. Mulvaney of the second highest individual cup.

A committee composed of Roy Jackson, cab foreman, K. E. Beal, chief clerk to the division storekeeper, and Roy A. Graham, secretary of the Railroad Y. M. C. A., was appointed to have complete supervision of the tournament. The cups were purchased through contributions of the men, while the shoes, printing and other items were furnished through the Railroad Y. M. C. A.

All the welfare and recreational work at the Waterloo Shops is promoted and directed through the Y. M. C. A., and this event was the opening of the fall and winter program for the Illinois Central men. A full set of winter events being planned by the committee of management of the "Y" promises to be one that will rival any other on the Illinois Central. The accompanying picture was taken at the noon hour when two of the teams were playing on the car department court.

President Markham on the Rail Situation

Points Out to Mining Congress Necessity for Adequate Return Upon Investment in Roads

The following is a transcript of an address delivered by President Markham Wednesday, October 19, before the American Mining Congress, in session at the Coliseum, Chicago:

THE railroads of the United States occupy a unique relationship to other business institutions. They are the arteries through which the life-blood of the nation's business flows. In no other industry is there found the fundamental dependence of virtually every business institution upon a single one that marks the relationship between the railroads and their patrons.

The service of transportation by rail is the foundation of American business life as it is now constituted. Only a small fraction of the products of the nation's toil is consumed within a radius from the point of production which can be served adequately other than by the railroads. If Illinois mine operators were denied the service with which to market their products outside a radius which might be reached by purely local transportation facilities, their industry would be comparatively valueless. Products of the farm would be worth little if the farmers did not have the service of the railroads to ship their products into the markets of the world. The same thing is true of foresters, manufacturers, wholesale dealers —in fact, of virtually every business other than those which are purely local in their nature, and even those depend in some measure upon railway service for their continued activity. We have grown out of our swaddling clothes, industrially, in the United States by the aid of the railroads, which have furnished a service that has come to be indispensable. Were that service to be greatly impaired, the commercial structure of the country would collapse, like a building from which the foundation is torn away.

A Heavy Responsibility

Such a relationship as the railroads have toward American business life, therefore, implies a great obligation upon the men who are responsible for the conduct of the railroads. Being the producers of a service which is the cornerstone and the foundation of industry, it becomes the duty of railway men to regard their tasks in the light of service to the public welfare. I speak on behalf of my associates in the business of transportation when I say that we have such an ideal set before us.

The revolutionary changes which have transpired in the transportation business during the last generation have made the railroads increasingly dependent upon public opinion. The Interstate Commerce Commission, forty-eight state commissions, the federal and forty-eight state legislative bodies, and the Railroad Labor Board are constantly laying down limitations upon railway managements—ninety-nine public bodies whose duties and responsibilities are neither adequately defined nor sufficiently co-ordinated. This situation, for which the public is responsible, has created what is frequently called the "transportation tangle." It makes for a division of responsibility. Neither the Interstate Commerce Commission, any of the forty-eight state commissions, the Congress, any of the forty-eight state legislatures nor the Railroad Labor Board is responsible for the railroads. Ostensibly their management is in private hands, but the private managers, under present conditions, do not have the authority and responsibility which they must have to obtain efficient service at a cost which will not be burdensome to the public.

Costs Out of Railway Control

An important witness before the hearing which the Senate committee on interstate commerce conducted in Washington last May testified that 97.5 of the cost of producing transportation service in 1920 was entirely outside the control of railway managements—vested either in governmental agencies or market conditions over which the railroads have no control.

I believe the public does not adequately realize what these limitations upon railway

management amount to. The railroads are not protesting against public supervision. Theirs is a public service, and it is entirely right and proper that it should be performed under the supervision of the public's agencies. But when these agencies take over the functions of the management to the extent that they control, without being responsible to the public for it, virtually the entire operating costs of the railway industry, a disastrous situation results.

The remedy for it is to place once more in the hands of railway managements—under competent and broad-minded supervision—the control of operating costs, in such a way that responsibility may properly be fixed upon the managements for the operation of their properties.

The managements of the railroads of the country are the trustees of the nation's greatest industrial investment—an investment which has been valued by the Interstate Commerce Commission for rate-making purposes at nearly $19,000,000,000. With the successful operation of the railroads dependent upon public opinion, it behooves their managements, as trustees of a great industry of such fundamental importance to the country, to be constantly on the alert to exercise their influence upon public opinion in such a way that the railway policies which the people of the country decide upon shall be to the nation's best interests. Railway men are coming to take a greater interest in what the public is saying about the railroads, casting off their old attitude of reticence and aloofness and endeavoring to meet the public on the common ground of mutual confidence and good will.

Rapid Changes in Situation

The railway situation changes with kaleidoscopic swiftness. What today looms as the most important phase of the situation may be relegated tomorrow to comparative insignificance by the development of another aspect. A year ago the railroads were being called upon to move a greater volume of traffic than they ever had moved in a like period of time. Every ounce of man power and every piece of railway equipment had to be utilized to the fullest extent in expediting traffic movement. Within a few months the business depression which came with the move toward deflation had actually made a problem for the railroads in the storage of idle equipment! This was followed by the need for the greatest possible retrenchments as railway earnings diminished with the decrease in traffic. Net earnings were cut below the vanishing point, and the railroads were driven by necessity to take drastic action in laying off men, deferring maintenance work and pinching their expenditures all along the line to make both ends meet. Some even had to break long-established dividend paying records.

During 1920 the railroads realized a net operating income equal to approximately one-third of 1 per cent upon the valuation placed on railway property by the Interstate Commerce Commission—practically nothing for the payment of either interest or dividends. During the first six months of 1921, the railroads should have earned, to make a 6 per cent return upon the valuation of their properties, a net operating income of $447,256,000. They actually earned $128,912,000, a shortage of $348,344,000. Instead of 6 per cent upon their valuation—a return established by the Transportation Act as "fair and reasonable" for the present period—their net earnings for the first six months of 1921 were at the rate of only 1.8 per cent upon their valuation. There has been a perceptible improvement in the situation since the middle of the year, but, taking the first eight months of the year as a whole, net railway operating income has been at the rate of only about 2.6 per cent on the valuation of railway properties.

No Guaranty of Earnings

There is no way this shortage can be made up, for, mind you, the rate-making provision of the Transportation Act is in no sense a guaranty of earnings. If the rates fail to earn a "fair and reasonable" return, the only recourse is for the railroads to ask higher rates, which it is then the duty of the Interstate Commerce Commission to grant. The railroads have refrained from taking this step, believing it more in the interest of the public welfare to take their losses, making every reduction in expenses possible and allowing the situation to work itself out. A great deal of misconception of railway problems is based upon a misunderstanding of the rate-making provisions of the Transportation Act. Unfortunately, many persons believe the act does constitute a guaranty to the railroads, and the term

"guarantee" is frequently used in press reports and comment upon the railway situation. There seems to be an organized effort to make the farmers, especially, believe that in some way or other the railroads are receiving earnings which constitute a 6 per cent return upon the valuation of their properties—if not directly from the rates, then from governmental funds. While such an idea is absolutely at variance with the facts in the case, it has taken root and has been the foundation of much misunderstanding and unjustified criticism.

It should be pointed out that even the almost negligible return that the railroads have obtained thus far this year—a return insufficient to pay even the interest on their outstanding bonds—has been realized only at the cost of deferring important maintenance work which will have to be performed in the near future. Although the wage decrease which went into effect July 1 made possible the resumption of considerable maintenance work on some of the railroads, revenues have been so small in comparison with expenses that the present rate of maintenance work is still far from adequate. For example, in August of this year the railroads spent approximately $182,000,000 for maintenance purposes, which was a reduction of $151,000,000, or 45.3 per cent, as compared with expenditures for maintenance work in August, 1920. It was largely because of this reduction that the railroads were able to show a net operating income of $90,000,000 in August. If they had spent the same amount in maintenance work that they spent for that purpose in the corresponding period of 1920, they would have incurred an operating deficit in August this year of more than $60,000,000.

Railroads in Readjustment, Too

The country is going through a period of great readjustment. The railroads have been taking their share of the losses, in spite of the fact that during the years of prosperity, when other industries were permitted to lay by earnings to prepare them against such a period of depression, when farm products soared and wage costs mounted to new levels, the railroads were not permitted to profit in the same degree. Instead, their earnings were limited under governmental operation to the average net return of prewar years, and since governmental operation their earnings have declined progressively.

The country demands adequate transportation. The railroads are responsible for providing it. Their managements would be derelict to duty if they failed to exert their utmost efforts to provide it, or if they adopted, even in response to the demands from the public, a course which would result in impairing the efficiency or adequacy of transportation service. Because of the limitations upon their earnings and upon their initiative by the Interstate Commerce Commission, the forty-eight state commissions, the Congress, the forty-eight state legislatures and the Railroad Labor Board, the managements are not able to respond to every demand for readjustment.

There has been an insistent demand for a reduction in rates to correspond with the general trend of liquidation. However, while transportation charges admittedly are high, the costs of virtually everything which goes into the production of transportation service are still relatively much higher than the general scale of rates. The average increase in freight rates since 1916 has been 74 per cent and in passenger rates 53 per cent, including the surcharge on sleeping car fares. Compare these with the pre-war costs of labor, fuel, materials, taxes and interest rates paid by the railroads.

Pay Still Shows 108 Per Cent Increase

After the 12 per cent wage cut July 1, the average annual compensation of railway employes is $1,695, as compared with $815 in 1914, an increase of 108 per cent. Road locomotives which cost $21,485 in 1914 now cost $48,000, an increase of 123 per cent. Switch engines which cost $14,511 in 1914 now cost $35,500, an increase of 144 per cent. Gondola cars which cost $824 in 1914 now cost $1,990, an increase of 142 per cent. Refrigerator cars which cost $1,323 in 1914 now cost $2,950, an increase of 123 per cent. Box cars which cost $859 in 1914 now cost $1,910, an increase of 122 per cent. Steel passenger coaches which cost $13,827 in 1914 now cost $27,654, an increase of 100 per cent. Locomotive fuel which cost $1.70 a ton in 1915 now costs $4.07 a ton, an increase of 139 per cent. Interest rates have increased greatly. The Illinois Central System sold bonds in 1914 on a basis yielding less than 5 per cent to purchasers, and it re-

cently sold a large issue of bonds which yield more than 7 per cent to purchasers. The direct taxes paid by the railroads in 1911, taking a ten-year period here for comparison, were $98,628,848, and last year they were $278,868,668, an increase of 183 per cent. In addition to that, users of transportation paid a war tax of $232,809,963.16 in 1920, which the railroads collected as agents of the government and turned over to the government. This entire amount represents an increase over 1914, when no such tax existed.

Labor costs are principally responsible for the present rates charged for transportation service. Prior to 1917 the labor costs of the railroads had not exceeded $1,500,000,000 annually. In 1920 the labor costs of the railroads of the country were more than $3,500,000,000. In 1916, 40 cents of the railroads' revenue dollar went to pay labor costs. In 1920 it took more than 60 cents of the revenue dollar to pay labor costs. Even at the present time, with the reductions which were made July 1, labor costs are running at the rate of about 55 per cent of all railway income.

To Ask a Further Reduction

With a consciousness of their obligations to the public service, the managements of the railroads of the country have recently announced that they will ask the Railroad Labor Board for a further reduction in wages, the entire benefit of which they propose to pass along to the public in reduced freight rates. This puts the situation up to the public, which exercises the balance of control on the Railroad Labor Board. If the public wants reduced rates, its representatives on the Labor Board have the opportunity to secure them by granting such wage reductions as will make reduced rates possible. The basic principle of rate-making is the establishment of a rate level which will permit earnings to meet the cost of operation under efficient, honest and economical management, with a fair and reasonable return upon the valuation of the properties engaged in the railway service. This principle is adopted as a public policy in the Transportation Act.

The proposed reduction is in line with the policy which has been followed by the railroads since their return from federal control. Since the general rate increase of August 26, 1920, the railroads have made many reductions in individual commodity rates. These reductions have amounted to large savings by shippers. They were made voluntarily. At no time since August 26, 1920, have the roads been bound, under the law, to make reductions, for at no time have their earnings justified such action. The present rate level was attained through a series of blanket increases. These increases resulted in many inequalities, and since then economic readjustments have taken place and further inequalities have manifested themselves, especially in the agricultural field, where the greatest liquidation has transpired. The railroads have been attempting to meet the demands for readjustments of rates, but they have been limited by the control which public agencies hold over wages, working conditions, etc.

What Reductions Are Planned

The cuts in wages which the managements propose that the Railroad Labor Board shall authorize are these: That the wages of train service employes be reduced sufficiently to remove the remainder of the increase granted by the Labor Board's decision of July 20, 1920, (which would involve a further reduction in the wages of this class of labor of approximately 10 per cent) and a reduction be made in wages of all other classes of labor to correspond with the wages being paid for similar work in the territories in which the railroads operate. Unskilled labor cost the railroads of the country last year more than $1,300,000,000. Other industries have been liquidating labor costs, especially the wages of unskilled labor. It is utterly unfair that the farmer, for instance, should have to pay freight rates sufficient to make it possible for the railroads to employ labor at three or four times the price which he is paying for exactly the same kind of labor.

Frankly, I wish it were possible to maintain the present scale of wages on the railroads of the country, and particularly on the railway system over which I have the honor to preside. I have a great sympathy for the man who works and who is struggling to better his own position in life, and I would favor paying those who are doing honest and conscientious work for the welfare of their employers the limit justified by economic conditions. To go beyond that limit

would be equally inimical to the workers and the general public.

It is in the interest of the public welfare that the men who operate the transportation systems of this country—so vital and indispensable to the public—should be dealt with fairly and paid reasonably well for their services, but it is not in the interest of those men themselves to exact more than that, or to bring about a condition that would permit them to profit at the expense of other groups.

Reduction Is Not Excessive

The extent to which the railroads will ask the Labor Board to reduce wages is not excessive. The railroads need the support of the public to bring about this liquidation. Upon whether the public responds will depend the issue of reduced freight rates.

It is most important that the public understand clearly the issue involved in the order for a general railway strike which has been formulated by the railway labor brotherhoods. The thing it is proposed to strike against is the decision of the Railroad Labor Board authorizing a reduction of approximately 12 per cent in wages, which the railroads put into effect July 1. There is at present no other possible grounds for a strike.

The situation, in important respects, is more serious than that created by the strike order issued by the labor organizations in 1916, which precipitated the passage of the Adamson Act. At that time, while the railroads had asked for arbitration, there had not been any arbitration because the labor unions had refused it. Therefore, the labor unions were technically within the law. The present case is entirely different. The Transportation Act of 1920, a law of the United States, created the Railroad Labor Board. The act requires the railroads and their employes to submit to the Railroad Labor Board disputes over wages and working conditions which might interrupt the flow of transportation.

Increase Made in July, 1920

Demands for advances in wages made by the railway employes last year were submitted to the Railroad Labor Board, and in July, 1920, it granted them advances averaging about 22 per cent, retroactive to May 1. The railroads, in accordance with the law, put these advances in wages into effect.

This year the railroads applied to the Labor Board to cancel this entire advance in wages, and the board authorized a reduction, effective July 1, of only about 12 per cent, or approximately half of the July, 1920, increase. While the railroads complied with the decision last year for a retroactive advance in wages, the labor brotherhoods propose now to defy the law and strike, rather than accept a reduction in wages substantially less than the increase last year. The course of the labor unions in ordering a strike is in violation of the decision of the Railroad Labor Board. It is a strike against the lawful act of a governmental body. The main object of the labor provisions of the law is to prevent an interruption of the vital service of transportation. If strikes occur regardless of them, these provisions will be rendered void.

The issue is one of vital concern to the public. Railway managements are not trying to escape their responsibilities in calling attention to that fact. We are conscious of our obligations to the public, and we shall make every effort to fulfill those obligations. Should the threatened strike take place, we shall do our utmost to move necessities, utilizing to the fullest possible extent all the man power available.

THE RIGHT IDEA

Here is A. D. Walker, Jr., son of Chief Clerk A. D. Walker in the agent's office at Dyersburg, Tenn., Tennessee division. This youngster, when he turns on the water, says: "Daddy, I am going to turn on the water bill."

Save Lives in December!

How British Look at Rail Rate Problem

It's a Matter of "Tempering the Wind," Writes Authority, Taking Up Situation Much Like Ours

What the other fellow thinks is always interesting, but never more so than when he is pondering a problem similar to ours. Our brothers across the water in Great Britain have also a railway problem, and here we have an authoritative opinion on the way they look at it. This article is from a railway supplement of the London (England) Times, published the day not long ago when British railroads were returned to private ownership under a Railways Act in many ways similar to our own Transportation Act. The author has served in numerous public capacities in connection with railroads, notably in recent years upon the Canadian Commission and the Royal Commission Upon the Railways of India.

By SIR WILLIAM ACWORTH

THE economic man—if a specimen of that interesting animal could really be captured—would doubtless assert that the economic basis of railway rates is merely the law of supply and demand. And he would be quite correct. But the edifice is subject to such thrusts to one side or the other, now by positive legal enactment, and again by the force of custom lying upon us with a weight deep almost as life, that the superstructure often rocks upon its foundations.

Three Kinds of Cost

Let us first consider the theoretical working of the law. Railroads will not be supplied unless there is evident demand for them—that is, unless somebody will provide the money that they cost. And that somebody will normally be sooner or later the customers who use the railroads and pay rates and fares. Even when built, railroads will not be worked unless somebody meets the costs involved. These costs are of three kinds—actual out-of-pocket cost of working the service, mainly wages and coal; cost of maintaining the plant and equipment, and return on capital. Unless the first set of costs is covered by the receipts, the railroad has to shut down pretty quickly. The second set can be postponed, if not wholly, at least to a considerable extent, for a long time in the hope of better days to come. As for the third set of costs, a railroad can continue indefinitely as a going concern even though the return on capital be nil.

There is nothing in this peculiar to a railroad. Compare the position of the rubber industry at the present moment. A rubber company will come to a stand-still unless it can sell its output at a price to cover coolies' wages and minimum establishment charges, but it will probably make drastic cuts in its expenses for cultivation and manure, and it has no need to pay dividends. Even if it has issued debentures the holders will probably prefer to wait rather than foreclose on a valueless property.

Where the Analogy Ends

But the analogy with the rubber company is not on all fours. Rubber companies are purely private enterprises. There are many hundreds of them. No one of them is indispensable to the community. Each is at liberty to make any profit it can at one time, and correspondingly is permitted to go down unaided if it ceases to be self-supporting. Railroads are few and far between. Even in countries well supplied with railroads the proportion of the area which is served by them is very small. And consequently railroads are very seldom abandoned, however unprofitable they may be as commercial enterprises. In some shape or form the public is forced to come to their assistance, as has happened more than once, for instance, in French railway history. And indeed this peculiarity of railroads goes farther. It is taken for granted that the law of supply and demand will induce private enterprise to produce all the rubber required. But in almost every country—Great Britain is the only serious exception—public money has been devoted to the construction of railroads considered to be necessary in the public interest.

To turn from construction to day-to-day working, how far does the law of supply and demand govern the rates and fares which a railroad charges? In an old, rich, and fully

populated country such as England the working of the law is obscured by so many outside things, statutory restrictions, legal and administrative regulations, competition —not only by other railroads but by water— and so forth, that it is difficult to see the wood for the trees. Let us imagine a railway company in *vacuo,* subject to no restrictions and substantially free from competition. How will it fix its rates? Presumably it will act like any other trader, who charges for his wares not, as is sometimes supposed, the highest price at which he can get them sold, but the price which he believes will give him the largest net profit on his business as a whole.

Two Factors in Making Money

Now this profit is the product of two factors: The number of articles sold and the amount of profit on each. And this figure can be ascertained only by the method of trial and error. Normally reduction of price increases consumption. It may or may not increase net profit, for clearly a profit of 20 per cent on the sale of 50 articles is greater than a profit of 8 per cent on the sale of 100. The merchant or shopkeeper is permitted to solve these questions for himself. But in countries where public opinion rules, the railway manager is not usually undisturbed in his study of them. The old applewoman who, though she knew she sold each apple at a loss, believed she made a substantial profit because she sold so many has left a very large family of descendants.

The average passenger who uses an excursion train carrying twice as many passengers as an ordinary train refuses to believe that it may be less profitable. Still less does it occur to him to remember that possibly half the passengers in the excursion train would have paid full fare had the cheap train not been available. To the railway manager, on the other hand, an excursion train corresponds to an after-season sale, at which, once the demands of customers ready to pay full price are satisfied, the rest of the stock is sold off at prices sufficently reduced to effect clearance. Or, to take another illustration, a railroad when it reduces rates or fares may be compared to a hotel which in the fashionable season charges each guest 30 shillings a day and gets it, but in the off-season offers *en pension* terms of 3 guineas a week, for they cover out-of-pocket expenses for food, wages, and firing, while otherwise the rooms would stand empty, and even the running expenses would not be met.

Cost Plus a Profit

There is another respect in which railway management may usefully be compared with ordinary business. No manufacturer, except where by patent or otherwise he has a practical monopoly of an article in general demand, expects to sell his output at cost plus a fixed profit. He balances large profits here against small profits or even probable losses elsewhere. What he looks to is the total profit on the whole business. A merchant or shopkeeper, if he is to retain his customers, has to keep a stock of things so seldom demanded that he can hardly hope to make a profit on them. He has to sell articles of small value but of high utility—sugar is the stock instance—almost at a cost, and to rely on the sale of articles of comparative luxury to redress the balance. So too with a railroad. A railroad carries pigs of iron at a low rate, pigs of lead at a higher rate, and ingots of copper at a yet higher rate, not because the cost of carriage differs appreciably, but for precisely the same reason that the grocer makes a bigger profit on tea than on sugar. Or, again, a railroad runs suburban passenger trains at frequent intervals in the middle of the day and late at night, though the passengers are few and the service unremunerative, because otherwise the suburb would cease to be residental and the crowd in the trains in the morning and the evening would tend to disappear.

Tempering the Wind

No dissertation on railway rates would be complete without discussion of the famous phrase "charging what the traffic will bear." This has been described as a "vile phrase," a "maxim of extortion." Had the railway men been wise enough to lengthen it by two syllables and express it as "not charging what the traffic will not bear," they would have escaped criticism more easily. The present writer once ventured to suggest that the true phrase should have been "tempering the wind to the shorn lamb," for this is really the underlying principle.

Railway business differs from most other businesses, though not from all, by the fact that the standing charges represent a very high proportion of the total cost of carriage.

Roughly speaking, taking the world over, we may say that out of every sovereign charged to the public one-third only represents actual cost of operation; another one-third is absorbed in general establishment charges and maintenance of the plant; the remaining one-third goes to remuneration of capital. We may go a stage farther, and say that of the third which represents actual cost of operation only a fraction is chargeable against any individual consignment, though there is a partial exception to this in the case of articles such as coal, where the individual consignments may be so large as to have a specialized carriage cost of their own.

Need for Classification

Now the result of this is twofold: the one aspect is represented in the railway maxim, "Any rate is better than no rate," which means to say that the extra cost of what the French economists call the extra ton is almost negligible; and therefore even a minimum rate yields some margin of direct profit, and accordingly the railroad is better off with the traffic than without it. The other aspect is that, as the minimum rate on the extra ton may do little more than cover the extra cost of carrying it, somehow the deficiency must be made up; some traffic must not only pay its share of total cost—operation, maintenance, and capital charges—but must make up the share of these charges which the traffic carried at the lowest rates fails to pay, either because at higher rates it would not be profitable to send it, or because it has access to a cheaper form of transport.

The railway companies then temper the wind to the shorn lamb by the establishment of what is known as a classification—that is, a division of all the articles known to commerce into categories, based mainly on values, coal, iron ore, and dung coming at the bottom, tea and cotton cloth half way up, and silk and cigars at the top. If for the lowest class the rate is 1 penny per ton per mile, it will probably be 3 pence for the intermediate class and 6 pence for the highest. Now it does not cost twice as much to carry a bale of silk or a chest of cigars as to carry a bale of gray shirtings. But whereas the latter may be worth £100 a ton, the value of the former may be 50 times as much. Railroads being, as they are, a necessary of modern life, is it not reasonable and in accordance with the accepted principle of taxation as exemplified in our own graduated income-tax and the *ad valorem* customs duties levied in most foreign countries, that more than a percentage proportion of the cost of providing the railroads should be laid on commodities so valuable that the charge for their carriage never can amount to more than a fraction of their value—that is, that a larger than average share of the burden should be imposed upon the shoulders best able to bear it?

True in Other Fields Also

This principle of charging what the traffic will bear is really in no way peculiar to railroads. Many other instances of its application in other fields than that of taxation can be given. Stockbrokers, auctioneers, and so on charge a fee based not upon the amount of work which the transaction involves, but on the value of the property to which the transaction relates. Solicitors in carrying through the transfer of property are required by statute to charge, not as in former days according to the length of the deed, which was supposed to be a rough measure of the cost of service, but fees calculated as a percentage of the value of the property. Indeed, one may say that in this instance cost of service as the basis of charge is deliberately set aside by Parliament, for it is not as a rule the large properties where the titles need the most careful investigation. One may even go on to point out that a doctor charges more for attending the master than attending his servant, though we may assume that he places his best skill equally at the service of both; and that a cemetery chaplain, acting presumably with episcopal sanction, charges different fees for reading the burial service according as the corpse is placed in the common earth, in a brick grave, or in a family vault.

But it is not therefore to be supposed that railway rates are based solely upon value of service. Cost of service also has to be taken into account. It is usually higher where the articles are more valuable, mainly because they are handled in much smaller consignments; but not always. Empty fruit baskets, for instance, are of small value and occupy space out of all proportion to their weight. They naturally therefore form a bone of chronic contention between the railroads and the traders, the one side arguing justifi-

ably that the rate should be high because the cost is great, and the other side arguing, equally justifiably, that the rate should be low because the value is small.

Points in Railway Catechism

Bearing then all these different considerations in mind, we may sum up the railway rates experts' catechism in the following precepts:

(1) Charge no rate so high as to stop the traffic passing, provided the rate be not so low as to cease to cover the extra cost of dealing with it.

(2) Distribute the general expenses incident to the business as a whole over the whole traffic, on the basis of a rough equality of sacrifice, up to the point where the total receipts cover the total expenses plus a reasonable return on the capital involved, corresponding to the accepted return on capital taking equal risks in an ordinary business.

(3) Always bear in mind that, though within limits the same required net return can be obtained by a large profit on a small turnover as by a small profit on a large turnover, the former policy has nothing to recommend it except that it saves the management trouble; the latter not only inures to the benefit of the public at large, but forms a stronger basis of security for the future welfare of the undertaking from the shareholders' point of view. Or, to translate this last precept into concrete form: Keep up the fares for first-class passengers so long as you do not drive them into the third class, but reduce the fares for the mass of the people as far as you can afford to do so, even though this makes it necessary to run a larger number of trains to earn the same net revenue.

What Immediate Problems Are

It is by these principles that enlightened railway management is guided. But the British public has refused hitherto to entrust railway management to enlightened self-interest, and has thought it well hitherto to restrict the limits within which it may operate. The statute-book contains whole series of acts fixing maxima beyond which the companies may not charge. In 99 cases out of 100 these maxima have been superfluous; in the 100th case they have usually been harmful. Under the new Railways Act they will be swept away and replaced by a new system under which railway companies will in effect be authorized to charge such rates as they believe to be commercially justifiable, if and when they can obtain the sanction of an expert tribunal after it has heard all that those who will have to pay the rates and fares can urge on the other side.

The railway companies in framing and the tribunal in sanctioning the scales of rates and fares for the future have before them an extraordinarily difficult task. We have compared railway rates to taxation because they are adjusted in relation to ability to pay. But the analogy fails at an important point. Income-tax has to be paid if the taxpayer can pay. He is not asked whether he is willing. But railway rates and fares can be avoided by the simple method of not traveling or not consigning traffic. And our railroads, in common with those of almost all other important countries, are today face to face with a novel situation. Working costs have risen enormously. Rates and fares have everywhere been put up to meet them. The increase since the war is estimated to be roughly 112 per cent in the case of goods and something like 100 per cent in the case of passengers. The percentage increases in America are hardly less. On the Continent they are far greater. Even at these rates railroads in America are at present hardly covering their working expenses. On the Continent they are being worked at an actual loss.

Where our railroads would stand if they could carry on for a consecutive six months without strikes it is difficult to say. But on all hands our railway men are wondering whether rates and fares can be profitably maintained at their present level—that is, whether they will not cause such a shrinkage of traffic that the railroads in their own interest will find it desirable to reduce the general level. It is not only that traffic may fall off because in railway phrase it cannot bear the rate—in other words, that the railway rate absorbs all or almost all the margin between cost at the point of origin and selling price at destination—but also that no one yet knows what are the potentialities of road motor competition.

A Vision of the Future

It may be that we are on the eve of a revolution. Railroads are as necessary as roads. And roads have long been recognized

as public necessities to be provided mainly—till the last few years one might have said wholly—at public cost. For certain essential public services, for the carriage of bulk commodities of low value, and for long distance traffic of all kinds, we cannot imagine that railroads will be superseded. The future may show, and not in England only, that it is necessary for the public purse to bear at least some portion of the cost of providing and maintaining our highways of steel just as it does now in the case of ordinary highways, leaving the charges made to the users to cover the remaining cost of provision and maintenance and the whole cost of actual carriage.

This is in one sense a vision of the future. But once Parliament has accepted the principle of adjusting charges to revenue, and has provided that they shall be so fixed as to yield as far as practicable, with efficient and economical working and management, an annual net revenue equivalent to the pre-war net return, the question has been brought within the scope of practical politics.

KNOW THIS GUY?

Locomotive Exhibit Wins Blue Ribbon

Kentucky State Fair Officials High in Praise of Illinois Central's Study in Contrasts

IN the office of Superintendent T. E. Hill at Louisville, Ky., there is displayed under a glass cover a handsome blue silk ribbon on which is printed in letters of gold: "Kentucky State Fair, 1921, Locomotive Exhibit, First Prize." This blue ribbon was presented to Superintendent Hill on the last day of the Kentucky State Fair at Louisville by G. Carney Cross, secretary of the fair, on behalf of the Kentucky State Board of Agriculture.

In making the presentation, Mr. Cross thanked Superintendent Hill, and through him the Illinois Central System, for the effort that had been put forth to make this exhibit possible, and expressed the wish that at the 1922 Kentucky State Fair the Illinois Central would have even a larger engine to exhibit. He further declared that the Illinois Central had the finest motive power in Kentucky, which is saying a great deal, as there are twelve other trunk line railroads in the state.

All of this was very gratifying to Superintendent Hill and the other division officers who had worked hard to make this exhibit a success. The result is another example of what the Illinois Central organization can do when it makes an effort.

Had Engine Trimmings Burnished

The exhibition of the old Mississippi and No. 2956, the new 2-10-2 engine, at the fair, September 11 to 17, was arranged by Superintendent Hill, Roadmaster P. Glynn and Master Mechanic J. F. Walker. The 2-10-2 was spotless, and the trimmings were burnished with gold leaf. Traveling Engineers J. J. Miller of Louisville and John McIntyre of Clinton, assisted by Engineer John ("Carhauler") Trantham of Paducah, were in attendance at the exhibition at all times, explaining to the thousands of visitors the various features in connection with the operation of our newest engine.

Pamphlets giving descriptions of the two engines, with their photographs, were distributed by Ivan Atcher, dimunitive file clerk of the Louisville office. Superintendent Hill estimates that more than 225,000 persons attending the fair viewed the exhibit. Steps were built to the cabin of each engine, so that the spectators could pass through and get a close view of the heart of the machines. Throughout the days and nights there was a constant stream of interested persons passing over the steps, 602 passing over in one hour. Nearly 50,000 pamphlets were given out.

Our Blue Ribbon

Needed Police

The engines were moved into place the opening day of the fair. The Mississippi was received from Indianapolis loaded on a coal car, which was pushed into the fair grounds by a switch engine for unloading. The 2-10-2 was received from the Paducah district Sunday morning and placed at the fair grounds Sunday afternoon. Twelve hundred feet of track was built into the fair grounds to the exhibit. The crowds attending the fair crowded around the engines as they were being moved in, making it necessary for a special detail of police to prevent interference with the work.

The engines were placed on exhibition next to the new $300,000 Merchants and Manufacturers Building and were beautifully illuminated at night by a battery of flood-lights. The headlight, marker lights, cabin and

tender lights on the engine were lighted by a separate circuit. The fire-box was also illuminated at night by a special arrangement of flood-lights.

Many business men of Louisville and from out in the state declared that the engine exhibit was the outstanding feature of the fair. Commissioner Hanna of the State Board of Agriculture said that the engine exhibit was the best he had ever seen and that he intended to have a complete machinery exhibit next year.

The Engine Exhibit That Won the Blue Ribbon

Employes After Business in Tennessee

That not all of the organized solicitation of business for the Illinois Central and Yazoo & Mississippi Valley railroads is confined to the Western Lines is made plain by a letter from Superintendent C. R. Young of Fulton, Ky., recently printed in the Jackson (Tenn.) *Sun*.

Addressing the business men of Jackson, Superintendent Young says:

"Several days ago a committee of our employes voluntarily organized for the purpose of soliciting freight and passenger business for the Illinois Central Railroad, and obtaining the views from our patrons concerning our service, called upon you.

"I take this means of conveying to you our appreciation for the courteous treatment which you extended to the committee, and of advising you that this committee is a permanent organization, and that the members thereof, individually or collectively, shall be glad to have you feel at liberty to call on them for assistance, or convey to them any information which you may wish to give, with a view of better service to our patrons.

"The committee is composed of the following employes, all located at Jackson, Tenn.:

"Messrs. W. L. Jones, machinist, chairman; W. H. Brooks, chief clerk to agent, secretary; M. L. Larkin, boilermaker; E. M. Scarborough, car inspector; E. N. Goddard, section foreman: N. T. Witt, switchman; J. J. Ryan, pipe fitter.

"I assure you, that, not only the committee mentioned above, but all officers and employes of the Illinois Central Railroad are interested in the service accorded to our patrons, and solicit any suggestions contemplating an improvement in the service."

November—A Month for Perfect Packages!

Would Make Allied Debt a Trust Fund

Judge Robert S. Lovett Outlines Plan to Win Friendship and Business for the United States

The following letter by Judge Robert S. Lovett, member of the Board of Directors of the Illinois Central System, was printed in the New York Times of Sunday, October 2. It was addressed to the editor.

THE amounts due the United States by our European allies for various advances made to them during the war under the Liberty Bond acts, excluding interest thereon (and not including amounts due for sale of surplus war materials, nor for American Relief Administration, nor to the United States Grain Administration, nor by some of the newer governments, such as Poland, Czechoslovakia, etc.), are as follows:

Belgium	$ 347,691,566.23
France	2,950,762,938.19
Great Britain	4,166,318,358.44
Greece	15,000,000.00
Italy	1,648,034,050.90
Roumania	23,205,819.52
Russia	187,729,750.00
Serbia	26,175,139.22
Total	$9,364,917,622.50

All this money was lent after we declared war in April, 1917. It was not sent to Europe nor taken there by the Allies for their own use. Practically all of it was spent in America—paid to our own people. It went to pay for guns, shells, powder and other munitions of war made here to use against our common enemies, and for foodstuffs from our farms to prevent the collapse of our allies from starvation and enable them to continue the struggle until our troops could be trained, transported and brought into the battleline. Every battle fought with these munitions while we were getting ready counted for us as much as if fought by our own men—with this difference: It was the lives of the men of our allies and not of our own men that were lost in these battles. They were fighting our battle as well as their own. They furnished the men—we the munitions. They must pay for the munitions if we demand it; but what of their loss?

Our Enviable Position

Moreover, it is not as if we all entered the war simultaneously, each country bearing its own losses. For three years before we entered, the Allies had strained every resource of men and money in the struggle and had already piled up a legacy of debt that will burden their children for generations, if indeed they can extricate themselves at all from the financial and economic chaos that involves some and threatens all of them. We, on the other hand, are in every way the richest and most powerful nation on earth; and while they were devastated and almost ruined by their four and a half years of warfare, we, with our few months, are practically unscathed. For us in these circumstances to demand the pound of flesh as stipulated in the bond of our allies for materials and munitions to carry on the fight which we had taken up is not in keeping with American character and American tradition for generosity and big-heartedness, and would leave upon us as a nation an everlasting stain.

Measures for the collection of this debt are now pending before Congress, and we should consider carefully what the terms shall be. No one suggests the cancellation or the unqualified remission of the debt. It is true that this would reduce by these millions the billions of indebtedness of the allied countries previously incurred and due mostly to their own citizens, but the effect of this would not be immediately and directly felt by the allied people most in need of help.

Make Debt a Trust Fund

Let us make of the allied debt a perpetual trust fund to be administered by the allied governments for the direct and immediate benefit of the allied people, free from any political purposes or other exploitation. Let us make a special treaty with each allied country, binding it to treat as a sacred trust the amount of its indebtedness to us and

providing that it shall apply the interest thereon, say at 5 per cent per annum, first to the payment of such pensions as it should prescribe to surviving widows, minor children and dependent parents of men who lost their lives in the war, and to incapacitated soldiers of the war; second, to the establishment and maintenance of hospitals for all classes of its inhabitants; and the balance, if any, to the care and support of orphans and of the aged and infirm, or to educational or other benevolent purposes to be specified.

This would bring relief directly to the most helpless victims of the war in the allied countries, which, on account of the huge burden of debt under which they are staggering, are unable to give such relief

Judge Robert S. Lovett Photograph copyrighted by Gessford.

in full measure; and would be an example of American benevolence and generosity in keeping with the real character of our nation. It would endear us to the hearts of our allies from generation to generation and relieve us of the suspicion of sordid selfishness which otherwise must grow into a moral conviction. And especially it would give us a better opinion of ourselves, exalt us in our own faith in our unselfishness and belief in the fellowship of man, and give us more respect for ourselves as a great and benevolent nation.

It would revive the spirit in which our young men fought the war with such glorious success and remove the impression now settling over the world from our apparently cold indifference to the sufferings of Europe that we went into the war only to "save our own skins" and that we have withdrawn to our own selfish concerns and the enjoyment of the money we made from munitions and otherwise out of the war necessities of our allies. The benefit of concessions we make should be apportioned among our allies—not according to the amounts advanced to each, but in proportion to the lives lost in the war by those who stayed in to the end.

Our Opportunity Waits

Without stopping now to inquire whether it is due to unreasonable stubbornness of President Wilson or to narrow partisanship of the Senate in respect to the Treaty of Versailles or whether the present administration has any responsibility for it, the fact in any case is that nothing but our great resources and wealth and power and the still lingering hope that we may yet help saves us as a nation and people from the open contempt of the whole world. What is worse, we must ourselves have a feeling that we deserve it. After achievements in the war becoming our power and greatness, we withdrew from the ruin and misery and suffering of Europe, refused to help bind up her wounds and, like the Levite, "passed by on the other side"—even refusing to assist, until they could stand alone, the peoples we had just liberated. And we are now claiming all the benefits falling to us under the peace treaty that was made, while refusing to assume any of the burdens imposed by the same treaty that gives the benefits! This is no expression of opinion about the League of Nations or other political subject, but only a plain statement of facts about our international position.

Furthermore, the disposition of the allied debt above suggested would be "good business"; and I urge this consideration for that small minority of our people who put business above everything. Assuming a rate of 5 per cent, the interest alone on the debt would amount to almost $500,000,000 per annum. This means that in addition to the ordinary exchange of goods between nations the allied countries would have to overcome, somehow, a balance of $500,000,000 every year in excess of what we buy from them. The balance of trade with the allied countries throughout the entire period of the war ran largely in our favor because they were buying enormously from us in munitions and foodstuffs and were producing but little to sell, since all their productive resources were required for war purposes. In addition to this, they sold back to us during the war nearly all the American securities in which their people had invested, and borrowed in this country through bankers large sums of money to carry on the war. This condition has drawn to us already gold in such quantities that we are even now, as is sometimes said, the "storehouse of the world's gold."

Will Drive Away Customers

If to the trade balance already existing against them with resulting exchange rates we require our allies to pay us $500,000,000 per annum in gold as interest on their indebtedness to our government, we not only diminish by that much their power to buy our products, but we inevitably drive them elsewhere and to other sources of supply. Or, since they have not the gold, they must pay us in goods; and to do this they must underbid our manufacturers and, in spite of protective tariffs, sell to us, or to others, goods cheaper than we can produce them and to that extent take employment from our labor. Is it not obvious, therefore, that it will be to the interest of France, Italy, England and Belgium to buy grain and other foodstuffs of all kinds from South America and other foreign countries rather than from us and thus seek to overcome our balance against them; and is it not plainly to the interest of all European countries to develop other sources of supply for grain,

cotton, hides, wool, etc., rather than buy from this country?

When order is restored in Russia, as it now seems likely to be, they will go there for their grain and foodstuffs, for which they can exchange goods or deal in money or exchanges at favorable rates and pursue with renewed energy the development in other parts of the world of cotton and other products hitherto obtained from us. It is well known that even now Europe is taking from us the Central and South American trade which drifted to us during the war, and probably the same will be true of other countries of the world, because our accumulated balance against Europe and the resulting exchange rates are such that she can pay good prices for what she requires from those countries and still pay less than if she bought from us.

Advantages of the Plan

By requiring the Allies to pay $500,000,000 per annum as interest on the debt to our government, to say nothing of the principal, we aggravate to that extent and render almost unendurable the conditions operating against us in international trade. If we do not utterly bankrupt and ruin our allies, we will at least impair and drive to other sources of supply (perhaps not even yet developed) a very large demand for our cotton, grain, other foodstuffs and products upon which our prosperity is dependent or force them to pay us in goods at sacrifice prices, taking employment from our labor and manufacturers. If, however, we leave with the Allies this interest charge of nearly $500,000,000 per annum to assist them in caring for the most helpless victims of a war as much ours as theirs, we will revive their spirits and hope, secure their goodwill and affection forever and, at the same time, avoid piling up steadily a great barrier against the export of our products to our oldest and best customers, upon whose trade the welfare of so many of our people is dependent.

Hence, I say that "good business," as well as our conscience and character as a nation, forbid that we shall demand from our allies the full payment of the principal and interest of the loans we made to them during the war to carry on the fight while we were preparing to take it up.

WISCONSIN VETERAN

Walter M. Palmer

Here is a veteran of the Wisconsin division, Walter M. Palmer, engineman, who was retired on a pension at the close of 1920, after forty-eight years of service with the Illinois Central. Mr. Palmer was born in Biddeford, Maine, May 1, 1850, and entered the employ of the Illinois Central in October, 1872, as a fireman at Amboy, Ill. In October, 1880, he was promoted to engineer, in which capacity he served at Freeport, Ill., until his retirement. Mr. Palmer reached the age of 70 on May 1, 1920, but was retained in service until retired, at his own request, on December 31. He lives at 608 South Chicago avenue, Freeport.

November—A Month for Perfect Packages!

Trouble-Makers in Our Boiler Waters

Non-Technical Explanation of Impurities That Clog Pipes, Cause Foaming and Eat Iron

By C. R. KNOWLES,
Superintendent, Water Service

WATERS obtained from streams, lakes, reservoirs, wells and other sources of supply usually contain considerable foreign matter, in suspension, in solution or in both. From the chemist's standpoint, all foreign substances in water are considered impurities, but for a boiler supply we need consider only impurities causing corrosion, pitting, foaming, priming and the forming of scale.

Incrusting waters form a scale deposit on the boiler sheets and tubes, resulting in crystallization, granulation, burning and a general weakening of the parts, as well as an enormous waste of fuel.

Corrosion is caused by the presence of acids in the water. These become separated when heated and are among the most destructive agents to which boilers are subjected.

Priming is the formation of wet steam, in which small globules of water are carried with the steam.

Foaming is a more aggravated form of priming, where the water is carried by the steam in slugs instead of in smaller particles.

8-Inch Pipe 85 Per Cent Closed by Scale

5-Inch Pipe Almost Closed by Scale

Here Are Incrusting Solids

Impurities coming under the head of incrusting solids and their effect on boilers are:

Iron and alumina: These are generally present in water in the form of bi-carbonates, but iron bi-carbonate, being a very unstable compound, giving out its excess of carbonic acid and absorbing oxygen, is converted into iron rust. This is the cause of many waters' turning red when standing exposed to the air for a short time. Carbonate of iron causes boiler scale. Ordinarily alumina is present in minute quantities only.

Silica: Common sand is nearly pure silica. Silica is contained in almost every water, but to the greatest extent in warm waters. It is frequently in combination with alumina, and except in some few cases is present in such a small quantity that it has little to do with the formation of boiler scale.

Calicium carbonate (commonly called chalk or marble): Carbonate of lime is the commonest form in which lime occurs in water. It is but slightly soluble in chemically pure water, but when carbonic acid is present it dissolves in water in the form of bi-carbonate of lime, which is soluble. Bi-carbonate of lime, when carried into a boiler, is decomposed by the heat. The carbonic acid is driven off with the steam, and normal carbonate of lime is formed, which is practically all precipitated in the boiler when the temperature reaches 300 degrees Fahrenheit.

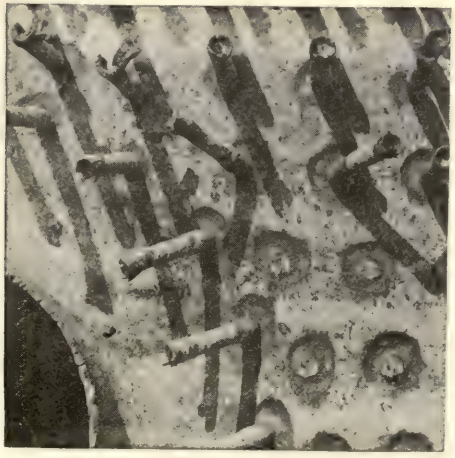
Carbonate of lime alone does not form a very hard scale, but it is responsible for a good deal of the mud which is found in the boiler. However, carbonate of lime may form part of a very hard scale when other materials are present which cement it to the sides and flues of the boiler.

Gypsum Forms a Scale

Calcium sulphate (commonly called gypsum or plaster of paris): Sulphate of lime or gypsum is a common constituent of natural water and is responsible for the hardest kind of boiler scale. Scale formed from sulphate of lime is sometimes as hard as porcelain. It is almost entirely precipitated when the boiler pressure is at fifty pounds. This precipitation is in the form of heavy crystals fastened to the sides of the boiler, forming a scale of great hardness. Sulphate of lime attaches itself to the sides of the boiler much more firmly than carbonate of lime.

Calcium chloride: Chloride of calcium is sometimes found in natural water, in which it is very soluble. It is classed among the corrosive minerals found in water. It does not of itself form scale, but when other sulphates are present a transfer of acids takes place, and calcium sulphate is formed, which acts as described under that head.

Magnesium carbonate (magnesia): Magnesium carbonate, in its commonest form, is used as a toilet preparation. It is much more soluble in water than calcium carbonate, but is ordinarily found in water as the bi-carbonate. The bi-carbonate decomposes in a boiler into carbon dioxide and magnesium carbonate, just as in the case of calcium bi-carbonate. Magnesium carbonate is itself tolerably unstable in boilers, and decomposes into carbon dioxide and magnesium hydrate or the magnesium compounds usually found in the scale.



Corrosion of Boiler Sheet

Magnesia is much used as lagging for boilers. It is an excellent non-conductor of heat, but when in the form of boiler scale it is on the wrong side of the shell.

Magnesium sulphate (commonly known as epsom salts): Sulphate of magnesium is a common constituent of natural waters, in which it is extremely soluble. It does not of itself form a boiler scale, but it is broken up by lime salts in the water and thus forms a scale.

Causes of Foaming and Priming

Non-incrusting solids causing foaming and priming are:

Sodium chloride (common salt): Sodium chloride is composed of two substances. One of them is metallic sodium, an extremely poisonous substance; the other, chlorine, which is even more objectionable. Metallic sodium is so active that, if a piece is thrown in water, it decomposes the water, igniting the liberated hydrogen, giving off a report like an explosion. Metallic sodium in contact with the flesh would eat its way to the bone. Chlorine is a gas and is even more obnoxious, objectionable and poisonous than sodium; yet the two united chemically produce a substance that is not only harmless, but absolutely essential.

Sodium sulphate (glauber salt): Sulphate of soda is simply a combination of that same vicious metallic sodium and sulphuric acid. The sulphuric acid is also a very objectionable material. As a solution of it will readily dissolve iron, it is extremely troublesome when present in boiler feed water.

Sodium nitrate: This is commonly called Chile saltpeter and is rarely present in waters on the Illinois Central. It is extremely soluble, and its only effect on boilers is probably that of aiding corrosion, because it gives up part of its oxygen readily.

Sodium carbonate (soda ash): This neither forms boiler scale nor corrodes, but it is objectionable when present in large quantities, as it causes foaming.

Suspended matter: This is either organic

Examples of Pitted Boiler Tubes

or inorganic matter held in suspension in water. It is variable in quantity, depending upon the source of supply of the water, the rainfall and the season. Suspended matter forms boiler scale only by being cemented to the boiler by other materials.

Elements That Eat Boilers

Elements causing pitting and corrosion are:

Magnesium chloride: This is a very objectionable mineral when present in boiler water. It is corrosive in its action, quickly pitting and grooving boilers which use water containing it.

Magnesium nitrate: The action of this salt in boilers is the same as that of magnesium chloride.

Free sulphuric acid (oil of vitriol): This non-volatile acid occurs most frequently in mine waters, in the effluent of coke ovens and in rivers of coal-mining districts. When introduced into boilers, it immediately attacks the metal, forming sulphate of iron, which by decomposition yields hydrate of iron and the sulphuric acid again, and this acid repeats its action upon the metal, and so on through an indefinite number of destructive cycles. From this can be seen the deadly effects of only a trace of sulphuric acid.

Free carbon dioxide (carbonic acid gas): This gas is present in a free state in practically all natural waters. It is the gas we know in soda and seltzer waters. The presence of this acid in boilers favors pitting and corrosion. Treatment removes it completely.

"Half-bound" carbon dioxide: One-half the carbon dioxide in calcium, magnesium and sodium bi-carbonate is held in a much less stable combination than the other half, and for this reason is termed "half bound." Its action is the same as that of free carbon dioxide.

The list given above is not complete in its classification, but presents only the most common substances present. It covers practically all of the impurities found in waters used for boiler purposes on the Illinois Central System.

Things That Make Boilers Good or Bad

Best Possible Construction Will Not Avail Against Stupid Maintenance, Says Expert

The following address on "The Construction and Maintenance of Locomotive Boilers" was delivered at one of the fuel conservation meetings of employes held at the 63d street office building of the Illinois Central at Chicago.

By J. F. RAPS,
General Boiler Inspector

IN the construction of locomotive boilers, specifications and blue prints are carefully prepared covering the methods of construction and for the manufacture and testing of materials, and a rigid inspection is maintained at the various mills furnishing the materials and at the locomotive works during the fabrication of the boiler, in order to detect any defects that might occur in either the workmanship or the material.

The size and weight of the boiler are governed by the permissible weight of the locomotive and the construction required in order to obtain as nearly 100 per cent capacity as possible, making the boiler and cylinder horsepower nearly equal, which is determined by the following calculations:

Cylinder horsepower;

Steam consumption per hour;

Pounds of water evaporated per square foot of heating surface per hour;

Quantity of coal burned per hour and grate area required.

Elements of Safety Figured

In preparation of the specifications and blue prints, special attention is given to the thickness of the plates in the various parts of the boiler, the lay-out of the longitudinal seams, the spacing and diameter of the staybolts, crown stays and braces, in order to keep the stresses within certain limits, thereby maintaining a large factor of safety on all parts of the boiler while carrying maximum steam pressure.

After the material has been received at the locomotive works, the railway company's inspectors check over the lay-out of the sheets and follow the work through the various stages until the boiler receives the hydrostatic and steam tests, after which it is ready to be placed upon the frames.

J. F. Raps

The grates, ash-pan and front-end draft appliances are then installed in accordance with the railway company's blue prints.

The grate area required for bituminous coal is based on the assumption that 120 pounds of coal per square foot of grate per hour is the maximum figure for economical evaporation.

As to the form of grates, whether finger or table, both are used with success when well designed and properly applied; the percentage of air openings should be made as large as possible without causing weakness of the parts or losses of fuel through the grates.

Ash-Pan an Important Factor

The ash-pans applied to modern power require careful designing in order to obtain ample capacity, so that the accumulated ashes do not interfere with the air supply.

Air ingress openings in the ash-pan should be of sufficient area to insure the presence of atmospheric pressure under the fire when the grate is working at its maximum fuel rate.

It has been the general practice on this road to make the total unobstructed air opening in the ash-pans not less than 14 per cent of the grate area, as exhaustive tests have demonstrated this to be about the correct proportion.

The primary function of the front-end, or smoke-box, and the draft appliances is the production of draft to burn the fuel economically at a proper rate, drawing air through the ash-pan, grates, fuel bed and tubes, discharging through the stack with the aid of the exhaust steam from the cylinders. These qualifications depend largely upon proper proportions: the location, height and diameter of the exhaust nozzle and stack; location of the table plate, deflector plate and petticoat pipe; an ample area of netting to arrest the sparks and control the maximum size of sparks emitted from the stack.

It is essential that the exhaust nozzle, petticoat pipe and stack be in alignment, and that the deflector plate be constructed in two pieces, so that it can be adjusted, as the distance from the bottom of the smoke-box to the lower edge of the deflector sheet is largely an experimental adjustment. The raising or lowering of the deflector plate will affect the condition of the fire. If the fire burns particularly hard at the rear of the fire-box, lowering the plate will develop a sharper draft through the lower flues and cause the fire to burn more evenly.

Use of Arches Is Modern

All modern locomotives are equipped with arch tubes and brick arches, the tubes extending from the rear flue-sheet below the fire tubes to the upper portion of the door-sheet. Because of their location they absorb a large amount of heat, giving a high rate of evaporation per square foot of heating surface, and greatly facilitate the circulation of the water throughout the boiler, making all of the other heating surfaces more effective.

The brick arch rests on the tubes and extends from the flue-sheet to about half the length of the fire-box. The function of the arch is (1) to assist combustion by maintaining a high fire-box temperature, retarding and burning much of the coal dust and fine particles of coal that would escape as smoke or cinders, (2) to retard and mix the rich hydro-carbon gases with the oxygen, compelling them to burn before they escape into the flues, and (3) to cause the heat to impinge against the fire-box sheets instead of having a direct flow to the flues. The removal of the arch would cause a waste of from 15 per cent to 20 per cent of the coal fired, resulting in a decrease in capacity and efficiency of the locomotive.

Advantages of Superheater

With the advent of the heavier and more powerful locomotives designed and constructed to meet the demand of increasing freight and passenger traffic has come the application of superheated steam, which has resulted in lower boiler pressure, increased diameter of cylinders to overcome the low boiler pressure when starting the train, and a higher efficiency without altering the size of the boilers. The superheater has become recognized as one of the most efficient and economical additions to the locomotive that has been made in recent years. Without the superheater, the steam consumption would be so great that it would be necessary to force the boilers beyond their economic capacity or construct larger boilers.

The types of superheaters vary greatly in the degree of superheat produced. Those of the smoke-box type produce from 30 degrees to 90 degrees of superheat, while those of the fire-tube type produce from 200 degrees to 250 degrees of superheat. The fire-tube type superheater consists of a top-header, side-headers, or comb-headers. As the top-header type is standard on this system, I will deal with it exclusively.

The top-header is supported on brackets in the smoke-box, joining with the dry pipe in the same manner as the tee-head of a saturated engine. Attached to the header are the units, a continuous tube formed of four 1½-inch seamless steel tubes forged together at three ends, forming return bends. The end which is clamped to the header is upset sufficiently to form a ball joint. The units are located inside of the large 5⅜-inch or 5½-inch flues, of which there are four or five horizontal rows in the upper part of the boiler, these flues being swaged to a 4½-inch diameter at the fire-box end.

The flow of gases through the large tubes is controlled by a damper placed in the bottom of the chamber which encloses the header and front end of superheater units in the smoke-box. The damper protects the units from becoming overheated while the throttle is closed and no steam is passing through them. This damper, which is opened automatically at the opening of the throttle valve, should be maintained in perfect working condition at all times, as the failure of the damper to open properly will prevent the hot gases from flowing through the large flues, thereby reducing the degree of superheat and causing the locomotive to be less efficient and consequently less economical to operate.

The general operation of the superheated locomotive is the same as that of the saturated steam locomotive. The water in the boiler should always be carried as low as the service conditions will permit, in order to obtain the highest degree of efficiency. Carrying the water at a level which results in priming reduces the superheating capacity of the superheater, is injurious to the extent of causing scale to form in the units and is conducive of cracked headers and leaky units.

After all of the care which is exercised in preparing the specifications and blue prints, constructing and assembling the boiler and the various parts necessary for its economical operation, it must be borne in mind that there is no part of the locomotive that requires more attention and care than the boiler. Each employe, from the engineer to the cinder pit men, should exercise the utmost care to keep it in serviceable condition and in the highest state of efficiency. This can be accomplished only by the hearty co-operation of all employes concerned with the handling and operation of the locomotive.

What a Thorough Inspection Is

After the locomotive has been received from the locomotive works or turned out of the shop after receiving heavy repairs, the roundhouse inspector should make a thorough inspection of the front-end appliances, ash-pan and grates in order to ascertain if they have been properly applied and are in perfect working condition. He should make sure that the petticoat pipe is properly located, well bolted in place and in perfect alignment with the exhaust nozzle and stack. The table plates and netting should fit tightly along the smoke-box in order to prevent the throwing of large sparks. The front-end should be examined for air leaks by applying the blower and going over the various joints with the flame of a torch, as air leaks around the front-end will spoil the vacuum, necessitating the reducing of the nozzle tip in order to secure sufficient draft on the fire, which means a needless waste of coal due to improper maintenance.

The inspector should try the grates to see that they shake easily, are properly installed and set level when in locked position. Grates with fingers that do not mesh properly or do not set level when in locked position will ruin a fireman's coal record in a very short time. The inspector should see that the ash-pan is properly bolted in place and is free from holes or openings through which the fire can drop, thereby setting fire to bridges or right-of-way, that the air openings along the side of the pan are unobstructed, that the hopper doors or slides work easily and are tight and properly locked when closed. After steam is raised on the boiler, it should be gone over carefully for steam leaks and made perfectly tight before being allowed to go into active service.

Proper Care on Road Essential

After the locomotive has been placed in active service, it should receive special attention from the enginemen, particularly in regard to the amount of coal burned and the manner in which the fire burns, as it may be necessary to make some slight change in the adjustment of the draft appliances. Always remember that the shop organization installs the front-end appliances according to standards and does not have an opportunity to see how they perform in actual service. On the other hand, when proposing changes, you should be sure that the trouble lies with the present draft arrangement, as we are continually required to make changes in the draft appliances, only to change them back to their original position after a few trips.

The cleaning of flues is an important factor in the successful and economical operation of the locomotive, as stopped-up flues will cause a poor steaming engine, due to impaired draft and a reduction in the heating surface, as a trifle more than .52 of a square foot of heating surface is lost for

each lineal foot of 2-inch flue or 10.47 square feet for each 20-foot flue that becomes stopped up. Flues should be thoroughly blown out with air at the end of each trip. Special attention should be given to the cleaning of flues in superheated locomotives and those equipped with the brick arch, and no locomotive should be allowed to go into service with any flues stopped up.

How Leaks Are Developed

It is also essential to know that the flues and fire-box sheets are in good condition before the locomotive is offered for service. The prevention of engine failures due to leaky flues, however, does not rest entirely with the roundhouse organization, as the leakage of flues and fire-box sheets is primarily caused by sudden and unequal expansion and contraction of the metal, due to the varying temperature of the water in different parts of the boiler, caused by:

(1) Improper handling of injectors, thereby admitting an excessive amount of water at low temperature to the boiler;

(2) Improper firing, which permits sudden rushes of cold air to chill the flues and sheets.

The liability of flues to leak is greatest when covered with scale, which interferes with the transmission of heat, resulting in the metal's becoming much hotter than it would if clean, and contraction will be correspondingly greater when the flues are suddenly chilled.

Enginemen should endeavor to leave their locomotives at the cinder pit with a full boiler of water and a good fire, in order that the hostlers will not be required to fill the boiler just before blowing off. Boilers should not be blown off when the fire is dirty, and too much water should not be blown out at one time, to be replaced by water at a temperature about 200 degrees lower than that of the water in the boiler, as this is injurious to the fire-box sheets and flues by causing cracks and leaks.

Scale Increases Use of Fuel

The washing of boilers is one of the most important operations performed by the roundhouse organization, and it is necessary to exercise the greatest care to prevent mud or scale from lodging on the flues or the fire-box sheets. The arch tubes and the fire-box sheets should be examined on the fire side for any indications of mud or scale. After the boiler is washed out, it should be thoroughly inspected through all wash-out holes before the plugs are replaced, and any scale found should be removed. The arch tubes must be turbined each time the boiler is washed, and examined with a light to make sure they are perfectly clean, in order to prevent them from bagging and cracking. It has been demonstrated that $\frac{1}{16}$ of an inch of scale on the flues or fire-box sheets results in an increase of fuel consumption of 10 to 12 per cent, according to the mechanical structure of the scale, as a hard scale is more impervious to heat transmission than a soft or porous scale. Consequently, any additional increase in the accumulation of scale on the tubes or fire-box sheets will cause a corresponding increase in fuel consumption.

The maintenance of the locomotive boiler depends on the co-operation of all concerned. It is first necessary to furnish good water. Where good water cannot be obtained, the water should be treated. A greater saving can be made in the conservation of fuel by the use of good water than by any other method, and the installation of treating plants shows a wonderful return on the investment. The care exercised by the engine crew has a great deal to do with the life of the flues and the fire-box. The careless handling of the engine on the cinder pit will cause a great deal of unnecessary work to be performed. The firing of the engine several hours before listed in order to make house room is detrimental, due to the uneven water and fire-box temperatures. The care with which the roundhouse organization does its work in keeping the boiler tight and free from mud and scale will greatly add to the life of the boiler, but the roundhouse men must have help to maintain boilers in 100 per cent condition, as the best care and workmanship will be of no avail if the boiler does not receive intelligent and careful treatment while in service.

PASSES BAR EXAM

W. J. Heckmann, claim agent of the Iowa division, stationed at Fort Dodge, Iowa, has recently become a lawyer, by virtue of passing the state bar examination held at Des Moines, October 4, 5 and 6.

Heads Interstate Commerce Commission

Introducing Chairman C. C. McChord, Who Is Named Successor to Edgar E. Clark, Resigned

COMMISSIONER CHARLES CALDWELL McCHORD was unanimously elected chairman of the Interstate Commerce Commission October 3. He succeeds Edgar E. Clark, who resigned from the commission recently to engage in the practice of law. Since Mr. Clark's retirement, Mr. McChord had been serving as acting chairman. He was chairman of the commission during the year beginning in March, 1915. His appointment to the commission was made in December, 1910, by President Taft. His recent election is for the period ending December 31, 1922. For several years the chairmanship of the commission has been rotated annually in the order of the seniority of its members, each term ending in March. The election of Mr. McChord will make his chairmanship terminate with the calendar year.

Commissioner McChord was one of the two dissenting commissioners in the 1914 eastern rate advance case as originally decided. He and Commissioner Daniels expressed the opinion that the railroads should have been granted the increases asked. The majority of the commission accepted this view upon a rehearing.

Saw Commission's Responsibility

When the commission decided the general rate case in 1920, Ex Parte 74, Commissioner McChord wrote a separate opinion as a reply to the objections made in separate opinions by Commissioners Woolley and Eastman. He took the position that the commission had attempted to deal with this case under the law in a broad, comprehensive, common-sense way, realizing that the primary responsibility for the future of the railroads rested upon its shoulders.

He also wrote a strong opinion in the Illinois intrastate passenger fare case last November, expressing the attitude of the commission, that its power to remedy state discrimination against interstate commerce had been broadened by the Transportation Act.

Commissioner McChord wrote the commission's opinion in the long-contested railway mail pay case, issued in 1920, in which the commission ordered large increases in the rates for the transportation of the mails and provided for retroactive payments to the railroads by the Postoffice Department for the period during which the case had been pending.

C. C. McChord

He Is a Native of Kentucky

Mr. McChord was born December 3, 1859, at Springfield, Ky. He attended Center College at Danville, Ky. After leaving college he became a member of the bar of Kentucky and engaged in the general practice of law. He was prosecuting attorney at Springfield from 1886 to 1892. He was appointed a member of

the Kentucky Railroad Commission in May, 1892, and elected chairman.

He resigned in 1895 and was elected a member of the Kentucky State Senate, serving four years. He was again elected a member of the railroad commission in 1899 and was again made chairman. He was re-elected commissioner and chairman in 1903 and in December, 1910, was appointed to the Interstate Commerce Commission. He was re-appointed by President Wilson for the term expiring at the end of 1922.

How Imagination Can Help Railroading

By D. M. EVANS,
Freight House Foreman, Rockford, Ill.

When God created man, he also endowed him with the image-forming power of the mind commonly known as imagination.

This gift, properly applied, is a valuable asset to any person in railroad service. It can be employed to eliminate much of the needless expense of the railroad itself in the matter of claims for loss and damage.

Too frequently, however, railway employes do not imagine that, from the moment a bill of lading has been signed for a shipment, the railway company is responsible for the invoice value of that consignment until delivered and signed for by the consignee. In the handling of freight an employe may not imagine a particular shipment as being anything more than a box, a barrel or a crate—not imagining that it has any particular value—and may imagine his work properly performed when this box, barrel or crate has been placed in a car for transportation.

What Happens on the Road?

Men do not imagine what takes place in a freight car while on its way with its load—do not imagine that a shipment loaded properly will ride safely or loaded wrongly will become useless and involve the payment of a claim twice the size of a two weeks' pay check as a result. After loading freight in one car and billing it in another, does anyone imagine what takes place with a shipment wandering over the country, the vast amount of clerical work necessary to correct the error, or the shipment's becoming lost altogether and a claim instituted?

In the handling of incoming freight, does the average person imagine a shipment as having traveled safely for a thousand miles perhaps and through an act of carelessness being broken or utterly destroyed at its journey's end? Does he imagine the care of men loading the shipment, of the pains taken by those handling the car in transit? Can he imagine the waste of time, the waste of thought, the waste of material and the final waste of the company's money in paying for a loss that could have been avoided?

We Handle Real Money

Trainmen and switchmen too frequently fail to imagine that the cars they handle contain real money—thousands of dollars' worth of goods intrusted to their care. Do they imagine their duty as being any more than that of throwing the car in the train, or throwing it out on a siding or a lead track, or for convenience's sake making a "drop" of it somewhere, letting it crash into another car containing thousands of dollars' worth of goods? Do these men imagine that the infinite care and pains of someone else have been knocked into a cocked hat by a move made to save an extra switch, in order to save an extra few seconds of time—and expensive time it is in the long run?

Do railway men in the transportation department imagine why they are employed at all? Do they ever stop to imagine the mental attitude of the patron of the railroad who, after spending money to sell his goods, promising a customer a certain article at a certain time, intrusting his property to the railway company, perhaps banking on a particular shipment's being the means of enlarging his business, finds when the shipment does arrive that it has been put out of commission by rough handling or delayed by misloading or improper billings? The mental attitude of the shipper or of the consignee in such a case is not pleasant to contemplate.

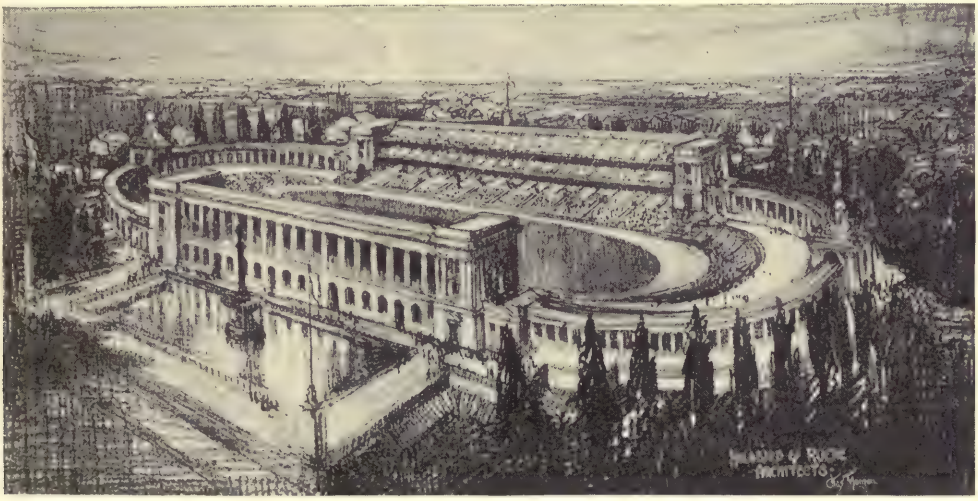
What Co-operation Can Do

On the other hand, can railway men imagine what happens when each and every employe uses his imagination in the betterment of service? Can they imagine what a shipper thinks when a certain railroad has demonstrated that its employes are thinking men, are careful men and concerned only in the correct

and absolutely safe movement of freight intrusted to their care? If they will only imagine this far, they will find the shipper is imagining that particular railroad as being a pretty safe line to ship over as well as to travel on. Thus the railroad has gained friends and business, and, were it not for the latter, none of us would be drawing salary.

The "No Exception" campaigns inaugurated by the Illinois Central have gone to prove the necessity for imagination. They have done much to eliminate those who cannot or will not employ their imaginations sufficiently to study their business or perform their work well. The persons who have not the ambition to study the work in hand—to use their heads, no matter in what department of railroad service—are better out of service than in it.

TWO VIEWS FOR YOUR PHOTO ALBUM



New Plan of Proposed University of Illinois Stadium

Photograph by Almer Coe, Chicago.

Our Freight Yard, South Water street, Chicago. The Wrigley Building, on Michigan boulevard and the Chicago River, is the white structure in the distance.

Praise for Our Public Relations Work

Railway Age Devotes Space to Explaining and Commending Policy of the Illinois Central

THE Illinois Central occupied positions of considerable importance in the October 8 issue of the *Railway Age*. Of the three articles featured in that issue, two pertained to the Illinois Central. One was an article on "The Division of Interline Passenger Fares," by L. C. Esschen, auditor of passenger receipts, and the other was an article on "Public Relations Work on the Illinois Central." In addition, there were carried an editorial commenting favorably on the public relations effort and a short digest of the material in the October statement of our public relations series.

What the *Railway Age* thinks about our public relations work is expressed in the following editorial, reprinted from that issue:

"Every railway executive is painfully aware that government regulation has become such that it exerts a dominant influence in determining whether the railroads as a whole and individual railroads can be developed and operated successfully from the standpoint of either the public or their owners. The governments represent the public, and in the long run public sentiment determines how the various governments, municipal, state and federal, regulate the railroads. It necessarily follows that if the railroads are to be successfully developed and operated public sentiment must be made and kept so intelligent and fair regarding railway matters that it will cause regulation to be intelligent and fair.

An Executive Duty

"On whom devolves the plain duty of causing presentation to the public of the information and arguments which will cause it to understand railway matters and to favor fair and constructive regulation? It devolves upon the railway executives themselves. It is under present conditions as much their duty constantly to present the facts about the railway business to the public so as to bring about intelligent and fair regulation as it is to present facts to their officers and employes which will bring about intelligent and energetic operation of the properties. There are many thousands of people in this country who find, or believe they find, it is to their selfish interest to attack and misrepresent the railroads. If these attacks and misrepresentations are not constantly met with presentations of the facts and of counter arguments public opinion will be constantly misled and regulation of railroads will be unfair and harmful.

"Of course we do not mean the executives of the railroads should personally be constantly engaged in presenting to the public facts and arguments regarding the railway situation. There is no more reason why they should personally do all of this kind of work than why they should personally perform the duties of the superintendent of motive power, the general manager, or the general counsel. But they should see that the relations of the railroad with the public are properly handled just as they should see that the equipment is properly maintained, that freight and passenger service are properly rendered and that the legal interests of the company are properly protected.

Need for Work Apparent

"It is a remarkable fact that, although public sentiment, acting through government regulation, has become within recent years such an important, and even dominant, influence in the development and management of the railroads, only a comparatively small number of railway executives have created and maintained on their railroads special departments adequately equipped to present constantly and effectively to the public the facts about the railway situation and to make replies to the innumerable misrepresentations of the railroads which constantly are being given dissemination. The worst troubles of the railroads for fifteen years have been mainly due to unfair regulation, and unfair regulation undoubtedly has been mainly due to failure of the railroads per-

sistently and adequately to present the facts about their business to the public.

"The education of public opinion concerning the railway situation demands not only organized action by the railroads as a whole regarding problems of national scope, but also persistent and intelligent public relations work by each individual railroad in its own territory. This is a vast country, with a population of over 100,000,000. The railroads ramify into every part of it, and they must carry on their public relations work in every part of it if they are to make the public understand their problems and through fair and reasonable regulation help to solve them.

"An Unusual Campaign"

"Among the comparatively small number of large railroads on which the problem of educating the public regarding the railway situation recently has been boldly, persistently and skilfully attacked is the Illinois Central. President Markham is an ardent believer, first, that the public will deal fairly with the railroads if it is given an opportunity to understand the conditions under which they are operated and the problems their managements have to solve; and, second, that a railway management can and should so present the facts and principles of railway economics and administration to the public as to create a friendly and intelligent public sentiment regarding the railroads. Therefore, within the last year, he has carried on a very unusual campaign to improve the relations of the Illinois Central with its public. An account of what has been done under his direction and of some of the results that have been obtained is given elsewhere in this issue.

"Some minor details of the work Mr. Markham has done and of the way it has been done may be open to criticism, and, indeed, have been criticised. One thing, however, is certain. This is that the work which has been done has had, from a railway standpoint, a very favorable effect upon the attitude of the press and of the public in the territory that the Illinois Central serves. The facts regarding the railway situation which have been presented in the Illinois Central's advertising and the public statements made by its president and other officers have caused the press and public in its territory to understand the railway situation far better than they otherwise would have understood it. Under present conditions a better understanding by the press and public of the railway situation is bound to redound to the advantage of the railroads. Therefore, the work Mr. Markham has done and caused to be done has been beneficial not only to the Illinois Central but to the railroads of the country as a whole. It may or may not be significant in this connection that during the last year the Illinois Central has shown as good operating and financial results relatively as any other railroad in the country.

Work Necessary and Important

"There are certain important things about railway public relations work which many railway officers seem surprisingly slow to learn. One of these is that this is work which always will have to be done as long as the railroads are privately owned, or they will never be intelligently and fairly regulated. Another is that it is important work. The most able and energetic management of the railroads in other respects will never make and keep them prosperous unless their public relations work is so done as to secure intelligent and fair regulation. Another fact often overlooked is that effective public relations work requires the employment of able men with special qualifications and the giving to them of opportunity to devote their whole time to it. Recognition of these facts must carry with it recognition of the further important fact that effective public relations work cannot be done without the expenditure of substantial amounts of money in perfectly legitimate ways.

"Mr. Markham has recognized and accepted all these facts and acted accordingly. His example, his methods and the results obtained merit just as serious and careful consideration by other executives as a plan that his or some other railroad might adopt and carry out to increase train loads or promote safety in operation; for the intelligent and adequate handling of public relations has become just as important and integral a part of railway administration as the adoption of methods of increasing economy of operation or of reducing accidents."

Strike No Stock in November!

How Isaiah Saved One-Third of His Coal

Pumper's Typewritten Reports Were Unusual, to Say the Least, but He Made Good

PROBABLY nobody on the Illinois Central System made a better record in the recent coal-saving campaign than did Isaiah Smith, pumper on the Memphis division, who succeeded in cutting his coal consumption by 33⅓ per cent. At the beginning of September, according to Isaiah's daily typewritten report to Division Accountant Joe Concklin at Memphis, the pumping station at Phillip's Bayou, Miss., over which he presides, was using coal at the rate of three wheelbarrow loads a day. By the middle of the month the consumption was wavering between three and two a day, and at the end of the month it had definitely subsided to two, with a new low record on the twenty-sixth of one wheelbarrow and a half.

Although he types it "Smitch," Isaiah's correct name is Smith. He is 53 years old and has been employed on the Memphis division twenty-two years. As his picture indicates, he is a typical old Southern negro. He lost one of his legs in an accident at Glendora, Miss., twelve years ago, but this has not handicapped him in the least in the performance of his duties. He has a brand new typewriter, and Mr. Concklin reports that he is as happy and care-free as people get to be, even though he is marooned in the woods midway between Lula, Miss., and Helena, Ark. He has his troubles, however, as witness the fact that he recently lost his lifetime savings of $1,160 cash in a fire that destroyed his father's home.

Isaiah's reports, in style and method, are not expected to set precedents on the Illinois Central System, as they might require the services of the chief special agent's sleuths for proper interpretation, but his heart was in the right place in the fuel conservation campaign, as evidenced by the occasional comment he threw in, and he made good, which is perhaps most important of all.

During the fuel campaign on the Memphis division it was the practice to have pumpers keep a record of the number of wheelbarrow loads of coal used each day and report

Peculiar Typewriting, *but* Darn Good Fuel-Saving!

A

mr joe conklin, i bunt 3 Whel
bors of col on september the first
flipil boyer isiah smitch pumper

B

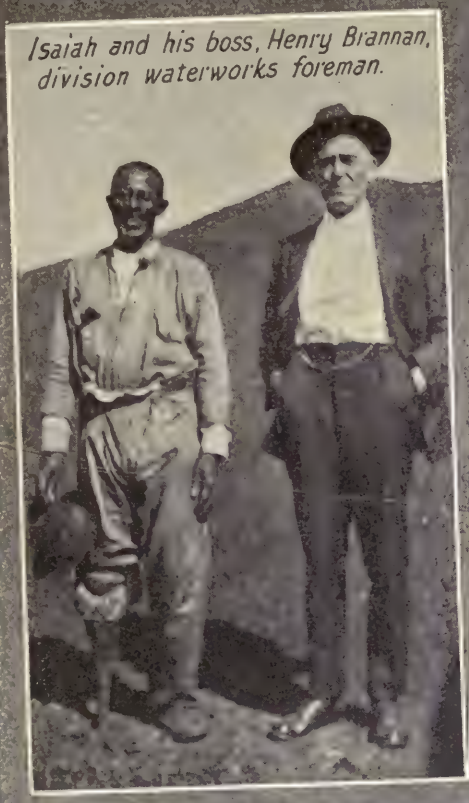
Mr Joe Conklin, Divn Accountant,
318 Central Station, I Bount 3 Bors Of
Col On The 12 Of September I Mest The
Tran On The 11 It Did Not Stop At Warter
Tank To Set No Water But I Hop That Is
All Rite I Sent In The Rite Report
Your Trouly Isiah Smitch
Pumper

C

Mr Joe Conklin, September The 17 1921
I Only Bunt 2 Of Coal At The Pumpin
Station, I Am Tryin To Save Fuel I Dont
Wast A Dit I Keep My Yard Clen Of All Wast
Coal I Wount Boun Mor Then I Can Help
Isiah Smitch Pumper
318 Central Station, Memphis Tenn

D

September The 30 1921
Mr Joe Conklin, I Have O Bade Your Orders
I Hope I Give You The Creack Number Of Bors
Of Coal I Yourse In A Day I Have Onely
Youres 2 Bors Of Coal To Day That Is The
Best That I Can Do I Think I Have Doun Very
Well In Savin Fuel
318 Central, Station, Memphis Tenn,
Isiah Smitch Pumper



Isaiah and his boss, Henry Brannan, division waterworks foreman.

Isaiah's water tank, the only one on the Helena district.

ISAIAH SMITH, COAL SAVER

Isaiah and "I bor coal." The pile should last several years.

Isaiah and his new typewriter. He uses the H & P (hunt and peck) system.

the result to the local agent, who would transmit it to the superintendent.

However, there is no agent at Phillip's Bayou, and it was necessary for the pumper to make out the report himself. Isaiah, who is the oldest pumper on the division, cannot write with a pen or pencil, but he has a typewriter which Mr. Concklin reports he has mastered to the *n*-th degree—if not the *xyz*-th degree also.

Samples of his reports are attached herewith. For the first week or so they were stiff and formal, and the figures stuck right around three barrows a day, with an occasional flight to three and a half. In the middle of the month, the reports loosened up a little, and by the twenty-fifth they were becoming positively conversational—as well as conservational. Said Isaiah, verse 23: "September The 23 1921 Mr Joe Conklin I Only Youse 2 Bors Of Coal To Day I Am Saven All The Fuel I Can That Is The Best I Can Do I Dont Wast A Bit I Keep My Yard Clen Of All Wast Coal Yours Trouly Mr Joe Conklin, Divn Accountant, Central Station, Memphis Tenn, Isiah Smitch Pumper."

And that's that. If any of the rest of us can give a better report of better spirit in better words when he speaks of his own job, let him hop to the front and submit it.

How a Grouch Can Lose a Road Business

The following is from a circular recently sent out by W. H. Brill, general passenger agent at New Orleans, to passenger department representatives, ticket agents and ticket sellers under his jurisdiction:

How courtesy will obtain business for a company and the lack of it drive it away are clearly shown in the article below, which appeared recently in the house organ of a large commercial concern:

"The other evening we came out of Chicago on a first-class but lightly patronized passenger train. The service was excellent and the equipment unusually good. We were bound for Minneapolis, and it occurred to us at the time that we would use the train in the future—it deserved patronage and it was more comfortable than trains carrying more passengers.

"In a few days it was necessary to return to Chicago accompanied by half a dozen other men who asked us to secure transportation for the six. Naturally we thought of the good service we had experienced a few evenings before, but when we came to make reservations we called up the city ticket office of the road in question, and were greeted with a snappy and rather unpleasant 'Hello.'

"'We would like to talk to a ticket seller,' we informed the person at the other end of the line.

"'Which one?' curtly.

"Not knowing any of the gentlemen, we had to confess that we didn't know which one. This did not set well with the aforesaid employe.

"'Well, what did you want?' was the rather frigid comeback.

"'A reservation,' we timidly ventured.

"'Seven-twenty or nine-thirty?' crankily.

"'Neither one,' we hastily replied, as we hung up the receiver and gladly got out of range of the quarrelsome person who got peeved when we tried to do business with the people who paid his salary.

"There was a time when getting a ticket on a railway train was a harrowing experience, but the time is past. Railway officials never stood for such tactics, but the individual who met the public was unable to stand the gaff. It was his or her daily pleasure to insult as many would-be patrons as possible.

"The one in question hasn't kept up with the times and is now driving patronage away. People are no longer compelled to travel over this road, but 'why worry,' is the thought of this telephone operator. The officials are breaking their necks to render a service, but sales are being killed off to the road with impudence faster than they can make them by giving good service.

"In this instance millions had been spent in building roadbeds and for unequalled equipment, train crews had been carefully schooled, officials had been instructed—everything was set to produce a service which would be so good that the traveling

public would favor the road with its patronage.

"The employe in question was a sore head. Probably he had been up late the night before or may have been peeved because some more ambitious employe was getting ahead faster.

"Regardless of what the trouble was, the employe was null and void as a business getter, and the peevishness and bad manners cost his employers the opportunity of making six additional boosters to say nothing of depriving them of the opportunity of annexing some very badly needed revenue."

I am glad to say this did not occur on the Illinois Central and I hope it never will. Now, more than ever before, we need all the business we can handle, and if any one is not upholding our slogan, "Courteous and Efficient Service Always," I hope this case will bring home to him the necessity for a change in his methods of handling the traveling public.

Never forget the value of courtesy—it always pays sure dividends.

Passing of Old Cupola at McComb Shops

By MISS MILDRED ABBOTT,
General Foreman's Office, McComb, Miss.

One spring morning in 1874 when the sun peeped over the horizon at McComb, Miss., he was surprised; he looked again, and climbed a little higher. What a sight greeted "Old Sol's" eyes! A new cupola had been built at the big shops that had just a few years before been moved to that country town.

Not only was "Old Sol" surprised; everyone in the country, far and wide, was astonished. This cupola represented the highest art that had been attained in the melting of iron and the molding of castings.

We, of the progressive twentieth century, can with a little stretch of our imagination realize just how eager each of the employes was to look over this new equipment. Perhaps reverently they watched the big doors as they opened to be loaded with iron and other metals. When they saw the stream of

At top, front view of McComb, Miss., foundry and old cupola. At bottom, the new cupola. At left, P. J. Somers, veteran molder. At right, J. A. Abbott, present foundry foreman.

molten metal pour forth, perhaps they even shuddered.

It was almost impossible then to imagine that such a thing could be possible. The first heat that was taken off was the topic of conversation for many days.

New Cupola Is Up to Date

In September, 1921, when the same old sun rose, a different sight greeted his eyes.

This cupola that just such a short time ago had been the wonder and pride of the shop had been torn away. He saw the bricks of the wall being torn down. Around this shrine were gathered just two or three of the old-timers.

The dust that falls on the heads of the workmen is historic; it has not seen the light of day in forty years; it is like the remaining few—it does not belong to this age.

Later the old-timers return. What sight greets their eyes? Surely the same old building where they had served their time, the same place where they once worked for a dollar a day, but what a change!

In the broad light of day they behold rising a new cupola; it is equipped with all modern implements, a labor and material saver. It means increased out-put and better castings, parts for our great mikados and 2-10-2 type locomotives, an increased production of chime whistles, that are heard with delight on the great iron steeds that travel through the night with their cargo of human freight on high-class passenger trains or again on almost endless freight trains, carrying food and supplies over this vast country of ours.

The people of today do not express wonder and consternation as they did forty years ago; they have become accustomed to changes and wonders.

One Real Veteran Left

Surely they are proud of this new achievement. As the foundrymen mold castings each day for our locomotives and cars, who can tell what thoughts, aims and ambitions are being molded within their souls? Our new cupola represents the highest attainment in this art for the twentieth century. Will the old maxim hold true? Ere forty years have rolled over our heads, shall we stand in awe at some greater product of genius along this line?

The old cupola has remained longer than all of those who first worked around it, with the exception of one man. This man still works eight hours a day. He is the only one remaining of the foundrymen who greeted with astonishment the cupola of forty years ago. This man is P. J. Somers, molder, who has the distinction of being the first apprentice who completed his trade with the Illinois Central at McComb.

Lost Package Payments Down 87 Per Cent

Lost package claims paid during September, 1921, reflect further results of the "No Exception" campaign, conducted in April, May and June.

The tonnage handled, compared with September, 1920, shows a decrease of 20 per cent, while lost package claims paid decreased 86.9 per cent.

This item of claim payments is one of the most reliable to use as a basis on which to judge the actual result of the "No Exception" campaigns. The evidence as shown here is concrete and also final.

The total of 198 claims paid for lost packages in September, 1921, is the lowest number paid for in any one month during the last five years, according to C. G. Richmond, superintendent of stations and transfers. This excellent record is the result of the united effort of all employes concerned in the handling of LCL freight, he adds.

Divisions—	1921	1920
Vicksburg	3	91
Minnesota	5	65
Kentucky	8	59
New Orleans	9	96
Indiana	9	79
Illinois	12	99
Louisiana	12	64
Tennessee	12	84
Mississippi	14	73
Wisconsin	14	84
Springfield	17	99
Memphis	20	224
St. Louis	21	159
Iowa	21	108
Terminals—		
Memphis	3	29
New Orleans	4	60
Chicago	14	48
Total	198	1,521

With Our Wisconsin Division Veterans

Group of Five Includes One Who Started When 14 and Another Serving 44 Years in One Place

THE Wisconsin division of the Illinois Central System has five men in service who have records ranging from 54 to 39 years of service. The total number of years of service of these men is 223, an average of 44 years, 7 months and 6 days.

H. S. Wyman, engineer on the line between Freeport, Ill., and Clinton, Ill., heads the list with 54 years of service. He entered the service at the age of 14. Next comes A. C. Fisher, engineer on the same line, with 45 years of service. He is followed by William Delano, agent at Heyworth, Ill., who has a record of 44 years of service in the same place. J. H. Enright, section foreman at El Paso, Ill., is next with 41 years of service, and C. H. Stocks, car distributor at Freeport, Ill., follows with 39 years to his credit.

Started Work at Age of 14.

H. S. Wyman, engineer on the line between Freeport, Ill., and Clinton, Ill., has probably spent a greater percentage of his life in the service of the Illinois Central than any other employe. He started to work for the company when he was only 14 years old, and he has been in the service continuously for about fifty-four years, as nearly as his record can be estimated.

Mr. Wyman was born at New Haven, Conn., June 12, 1853. His father was a railway man, employed as superintendent on the Connecticut River Railroad.

When he was less than a year old, Mr. Wyman's parents moved to Chicago, where his father accepted a position as superintendent of construction on the Illinois Central Railroad.

In 1854, the Illinois Central was building up its line north and south of La Salle, Ill. Superintendent Wyman was assigned to that place. Later the shops were opened at Amboy, Ill., and he was sent there.

Father Killed in Civil War

When the construction on this part of the system was completed and turned over to the company, Superintendent Wyman resigned his position. Soon afterward the Civil War began, and Mr. Wyman joined the 13th Illinois regiment. During the siege of Vicksburg, December 28, 1862, he was killed. Mrs. Wyman then sent her son to his grandfather in the East that he might be educated. The grandfather was a car builder —probably the builder of one of the first railway coaches in America.

Young Wyman went to school there until he was about 14 years old. He was growing into a boy of unsual size for his age. The East was proving to be too tame for him, he says. He had a desire to go back to his western home and get into the railway business, which had so earnestly held the interest of his father. Young Wyman had inherited railroading as a profession, and could not bring himself to the conclusion that he should study to become a physician, as his grandfather was planning for him.

He left his home in the East, and went directly to Amboy. On account of his youth, he was unable to obtain employment at first. However, his size and fast-developing muscles took the attention of the Illinois Central men there, and a position checking way freight was created for him in a short time. Mr. Wyman says that the excellent service rendered the company by his father probably prompted the men to give him this position. As far as he knows, there was no record of his employment sent into the general office; but his salary, however meager, was regular.

Laid Off in the Summer

With the approach of summer, the railway business became dull. This was the case each year in those days, Mr. Wyman says. After six months as freight checker, he was taken off. He then worked as an extra brakeman until the fall of 1870, when he obtained a position as a regular freight brakeman between Amboy and what is now East Dubuque, Ill. After six months, dull business again took his position, but he was out of employment only two weeks this time. He was made passenger brakeman between Amboy and Centralia.

At the age of 19, he was of unusual

physique. He was strong, robust, had an iron constitution, and looked to be several years older than he was. He had always heard of the physical effort required of firemen on the engines. This created a desire in him to try it. In November, 1872, he was given a position firing between Amboy and Wapella. After the first year, his services in this capacity proved so valuable to the company that he was made fireman on the crack engine, No. 23.

In fact, No. 23 was a remarkab'y fine engine. Mr. Wyman smiles with pride when he speaks of the beauty of the engine and the perfection of every part. The pilot was painted a deep red, and the entire outside was trimmed with brass. The engine crew was proud of it, and kept every part bright and clean. It was made as thoroughly and carefully as a watch, Mr. Wyman says. Every part fitted perfectly. It was a specially built engine, and cost in the neighborhood of $19,000, Mr. Wyman says.

Became Engineer in 1879

He fired No. 23 between Amboy and Dubuque for four years, then went to La Salle, where he was given charge of a switch engine in the yard there. He worked extra at this and fired on the line until 1879, when he passed the engineer's examination and was given a regular position, with headquarters at Amboy.

Mr. Wyman's early experience as an engineer was on the line between Amboy and Dubuque, and later between Amboy and Clinton. When the division offices were moved from Amboy to Freeport, Mr. Wyman took charge of an engine between Freeport and Clinton. He has continued that run since.

Mr. Wyman, although 68 years old, is sturdy and in the best of health. His appearance is that of a man not more than 50. His walk is firm, and he towers a whole head above most men. He insists that he is 68 years young instead of old.

Started as a Carpenter

A. C. Fisher, engineer on the line south of Freeport, Ill., has been in the service of the Illinois Central for 45 years. His father was foreman of carpenters on the line between Dubuque and Centralia for about twenty years.

Mr. Fisher was born June 22, 1859, at Sycamore, Ill. When he was 9 years old, his father moved to Amboy, where he accepted a position as foreman on the Illinois Central.

Mr. Fisher's first employment on the Illinois Central was as a carpenter. However, he did not start work as a member of his father's gang. His first position, in 1876, was on a gang between Dubuque, Iowa, and Centralia, Ill., which did general repair work and constructed new bridges.

In 1881 Mr. Fisher obtained a position as fireman on the line between Amboy and Clinton. The first engine he fired, he says, was No. 99. Its cylinders were only sixteen inches.

For three years, Mr. Fisher was the fireman on No. 23, which has been previously mentioned. His run at this time was also between Amboy and Clinton.

Borrowed No. 23 for Speed Trial

During the life of No. 23, Mr. Fisher says, a foreign road borrowed it for a trial run over its tracks in the effort to establish a speed record. The event was for the landing of a government contract for carrying mail from the East to Chicago. Seth Battles, Mr. Fisher says, took the engine over, and out-classed all other competing roads.

Mr. Fisher fired between Amboy and Clinton for some time, and was then transferred to the line between Amboy and Dubuque. He continued in the latter position for four years, and then passed the examination to become an engineer. He was immediately given a position running from Amboy to Clinton and to Dubuque.

In the spring of 1894, he was transferred to Freeport, and was given the run south from that city.

Mr. Fisher was one of the first on the scene of the wreck in which Engineer Oscar Spangler, whom all Illinois Central old-timers remember, was seriously injured. A wild car on the main line was the cause of the accident. Some mischievous boys had turned it loose from a siding. The entire train was thrown into a ditch. Mr. Spangler's back was painfully injured. After his recovery, he refused to return to railroading.

Mr. Fisher is hale and hardy, but has snow white hair. He has many friends on the line between Freeport and Clinton, and seems to be fit for many years of service yet.

In One Station Forty-Four Years

The station at Heyworth, Ill., Wisconsin division, would indeed feel a loss if William

J. H. Enright
H. S. Wyman
William Delano
A. C. Fisher
C. H. Stocks

Delano, the agent, were transferred. He has been in service at the one place for forty-four years, and has been well satisfied during all that time.

Mr. Delano was born in Heyworth October 6, 1859, lived his boyhood days there, went through eight grades in school, learned to be a telegraph operator on his own initiative and attained his ambition of becoming station agent.

Mr. Delano says he really started in the railway business before he obtained his first position with the Illinois Central as operator.

His father, the postmaster of Heyworth, was appointed by President Lincoln in 1861. When 10 years old, William carried the mail from the postoffice to the station. This he considered a railway job. At that time, the total mail of Heyworh consisted of one stingily filled sack of letters. But his job was important and a lot of work for a 10-year-old boy.

In 1876 the Illinois Central opened a telegraph office in the station at Heyworth. But the place was not large enough to warrant a steady operator. Student operators were usually sent there to complete their training. They stayed just long enough to gain confidence in their ability in handling the wires.

Volunteered as an Operator

There were times when the company had no operator at Heyworth, and yet there was an operator there. This mysterious operator was no other than young Delano. Between mails and between the visits of the student operators, William sat at the key, diligently trying to learn the secret. When the student operators arrived, they were always put through a grilling by William. And he kept at it until he finally learned.

When the last student operator was about to leave Heyworth in 1877, he told Mr. Delano to try to hold the position. The next day he did try and found that he was able to receive and send as well as many of the students that had come. He then took it upon himself to take charge of the keys. The same day he wrote to the superintendent and told him that he had taken charge. Mr. Delano was then officially given the position. The salary was a commission on the money taken in for the Western Union Company. One month, Mr. Delano says, he received 98 cents for his service, and nearly lost a penny of that.

Later the company offered him $25 a month to go to the station at 5 o'clock every morning to receive orders and give them to a freight train due there at that time. In accepting. he became the first steady operator at Heyworth, and there has been no other there since.

Had a Bad Freight Wreck

One morning when he went to the station to meet the freight train, he saw it standing about a mile north of the city. Shortly afterward the engine pulled up to the station. Mr. Delano was told that the train had been wrecked. In describing the accident, the engineer said that while crossing the Kickapoo bridge one car jumped the track, rose into the air and came down with such force that the bridge was completely demolished. The stream below was filled with cars, as was the ditch at the approach to the bridge. Some of them were destroyed by fire.

The result of the wreck was that all passengers, mail, baggage and freight had to be transferred around the damaged track by wagon road. For four days trains from Clinton ran to the scene of the wreck. discharged their cargo and returned to Clinton. Trains on the other end of the line returned to their starting point in the same manner. The strip of country road used for the transfer was about two miles long.

Made Agent in 1882

Mr. Delano had been the operator at Heyworth for four years when the company decided to have only one man in charge of

Mr. Delano's Home

the station, with the combined duties of operator and agent. November 1, 1882, Mr. Delano was appointed agent.

During his forty-four years of service, Mr. Delano says, he has not lost more than sixty days. He is still living on the site of his old home place. However, a new house has been built. The ground, he says, was purchased by his father when Heyworth was in the making.

Mr. Delano says a family by the name of Delanoye, his ancestors, came over from the old country on the second ship, "Fortune," with the Pilgrims. His mother was born in the Ormond Castle of Tipperary County, Ireland, and his father was born in a lighthouse off the coast of Maine. He has a picture of the lighthouse, and has been trying to obtain one of the castle, but as yet he has been unsuccessful.

With Illinois Central Since 1880

J. H. Enright, section foreman at El Paso, Ill., has made one of the best records in that position of any on the Illinois Central. He has been in the service for 41 years.

Mr. Enright's connection with the company dates back to April 5, 1880, when he was given a position as laborer on a section at Panola, Ill. His willingness to work and the thoroughness of the work he did won for him the promotion to fence foreman May 4, 1884. In this capacity, he had charge of the fence repair men on what is now the Wisconsin division. Cattle guards were kept in repair, and new fences were built.

His ability to handle the men of a section was brought to the attention of the higher officers of the company, and on September 4, 1884, J. O'Connor, then supervisor of that district, promoted him to foreman in charge of a section at Panola, Ill. He continued to prove himself of much worth to the company. He built his section up into one of the best on that line. His men all respected him, and worked earnestly to accomplish the desired results. He was in charge of this section for about ten years.

Two Foremen Traded Sections

July 28, 1894, Mr. Enright was to be transferred to a section near Minonk, Ill., but traded sections with the foreman who was at El Paso. This was Mr. Enright's home. The foreman there desired a change. He and Mr. Enright persuaded the supervisor to allow them to trade.

Mr. Enright doubled his efforts on the section at El Paso. He saw that the work was done just as planned and desired.

In those days, the various sections of the system were gone over by the supervisors and graded on the work done. A blue post was placed at the tool box of the section which received the highest grade. Generally, there was a blue post at the tool box on Mr. Enright's section at El Paso.

He is determined that no other section in that district shall be in better shape than his. He often rides over the neighboring sections, after the work on his own has been completed, to see how they are kept and to watch for improvements that might be likewise made on his. His section is noted for being neat and clean. No coal is allowed to go to waste on the right-of-way.

Mr. Enright is now chairman of the right-of-way organization. He says that he is always working to keep his men satisfied, for that is when they do the best work.

Studied Under Station Agent

C. H. Stocks, car distributor at Freeport, Ill., has put in thirty-nine years of good, hard, conscientious service for the Illinois Central. He started as extra agent and operator at Elroy, Ill., in 1882.

When a young boy, Mr. Stocks learned to be a telegraph operator. The agent at Elroy was his instructor. Mr. Stocks paid him $40 for his time and practiced on a set of instruments set up in the station there. It took him about a year, he says, to be able to understand the messages that came over the regular wires.

He obtained his first position through the agent at Elroy, who wanted to take a short vacation. The agent recommended Mr. Stocks to the company as being able to handle the position in his absence.

Mr. Stocks says that when the responsibility of the entire office was thrown on him he surprised himself by the ease with which he did the work. The first message he received was a train order sent by Charlie Dixon, then dispatcher at Amboy. That was the one Mr. Stocks said he was afraid of. He asked Mr. Dixon to send slowly so that he would be sure to receive the message correctly. Before the message was completed, he says, he was asking for more speed.

A Series of Changes

Mr. Stocks worked extra at Elroy for two years, then was transferred as night operator

far better than they otherwise would have to the old passenger station at Dubuque, Iowa. He continued there for about two years, and was again returned to the extra list. Among the various places he worked during his year as extra was Wenona, Ill., where he stayed six months.

Later he was made the agent at Elroy, where he stayed for four years. After this, he was transferred to the yard office at Freeport, where he was operator for two years. Mr. Stocks was then sent to East Dubuque, Ill., as operator in charge of the bridge crossing the Mississippi River there. His duty was to direct the trains of the three railroads which used that bridge. After five years, he was transferred to Bloomington, Ill., as operator and ticket clerk. He remained there two years, and was then returned to the yard office at Freeport for a short time.

In 1907, Mr. Stocks was promoted to operator and car distributor at Freeport. He has continued in this position since.

Mr. Stocks is a man of unusual kindness. He has taught many boys telegraphy. Some of them are now in the service of the Illinois Central. He always has a kind word for everyone, and has a host of friends in Freeport. His service for the company has always been satisfactory. As one of his closest friends expressed it, "Mr. Stocks is a man through and through."

Getting Acquainted at Clinton, Ill.

Nearly 150 business and professional men of Clinton, representing probably every trade in the city, were the guests of the local officials of the Illinois Central Railroad Company October 13, when they visited the shops and the new yards.

The party, after meeting on the public square, went first to the division offices, located in the station, where they were met by Superintendent Shaw, and taken through the offices in this building, and then on throughout their route of inspection. The visitors greatly appreciated the courtesy of Mr. Shaw and of Roadmaster Russell, General Foreman Holsinger, Shop Foreman Bogan, Traveling Engineer Zanies, Master Mechanic Needham and Trainmaster Walker, who all helped materially in showing the visitors about, and in explaining the many points of interest in the vast properties of the company there.

After being shown about the general offices in the depot building, where there are eighty-four employes, the party, under the guidance of Superintendent Shaw, went through the roundhouse and shops, where they were greatly interested in seeing the big machines used in car building and repair in operation. Just recently two machines, costing nearly $100,000 each, have been added to the shops equipment in Clinton. The automatic coal chutes for loading engines, and having 500 tons capacity, were seen in operation by the visitors.

After going through the various shop buildings, the party journeyed two miles north to the central portion of the new north yards.

Many of the visitors were making their first trip through the Illinois Central shops, and were amazed at their extent and at the number of different sorts of work being efficiently carried on at all times. While the party was in the shops, they got to see steam riveters at work on boilers, wheel pullers in operation, gigantic turning lathes cutting through steel as rapidly as a saw cuts pine, acetylene cutting torches burning a thin line through heavy steel plate, and many other novel sorts of work which held the visitors' attention at every turn.

"Believe me, I'm a booster for the Illinois Central as the big thing at Clinton from now on," said one man after his trip. "I got a different and bigger idea of what it all means to this town."

"The people of Clinton have not shown sufficient interest and appreciation of the Illinois Central holdings at Clinton," said one business man who was interviewing the merchants before the trip. "Only two of the merchants that I visited," he said, "have ever inspected the shops, and the biggest part of them have never been inside of the division offices at the station."

The action of the business men in making the tour of inspection is to show to the Illinois Central that Clinton appreciates and is interested in the present property, the improvements and any contemplated improvements for the terminal of the Springfield division, which Clinton people say is the "one and only" division of the "best railroad of the country."—Clinton (Ill.) *Morning Journal.*

Outlines Some Problems of Supervision

General Superintendent W. S. Williams Points Out Ways of Building a Healthy Organization

The following remarks on "The Problems of Supervision" were part of an address on that subject delivered before the Kiwanis Club of Sioux City, Iowa, September 22, by W. S. Williams, general superintendent of the Illinois Central Western Lines.

SUPERVISION, properly applied, is the same in all lines of industrial activities. An efficient supervisor has born in him certain qualifications that are not possessed by every individual. He must be a man whom the individual employe respects and has confidence in. To secure such recognition he must be a man of moral habits and temperament and a qualified judge as to the correctness of work under him. He must be firm but fair in the application of discipline, continually going among the workmen to observe if the individual is familiar with and properly performing the work assigned, never failing to call attention to the slightest neglect or infringement of rules or instructions. He should, however, be just as free to commend good work, regardless of the fact that it may be work the employe is paid to perform, and he should go out of his way to compliment an employe who is going beyond his own assignment of duty to perform a service for his employer, even though efforts on the part of this employe fail to produce exactly what he sets out to accomplish.

If this form of discipline is carried out, more serious discipline will not be necessary. The presence of an efficient supervisor, though there may not be a word spoken, has its moral effect and is productive of good results.

Discipline Is Necessary

No institution can be successful without first establishing a substantial supervisory organization, and such an organization cannot be successful without firm and just discipline. Just discipline cannot be administered by one who has not himself been trained as a competent judge of the work

W. S. Williams

and the proper application of discipline. Neither can two employes be disciplined alike for the same offense and the same good results obtained.

In the application of discipline the record of the employe being tried must be given careful consideration. His record must be viewed in the light of a bank account. Where it is found that an employe has been loyal and efficient and has stored up a good record, he must be permitted to draw on that account when in trouble, just the same as one draws money deposited in a bank, and such a record should be given favorable consideration over that of an employe who has not been loyal and whose record is shady.

Organization is the result of supervision,

and the demand for efficiency is greater today than ever before. We all know there has been more or less of a struggle between organized labor and their employers in every line of business, and especially so since the beginning of the World War, which called to arms not only many promising young men who were in training for supervisory positions but also many of the supervising officers. This pressed into industrial service in the ranks and as the heads of departments old and young of both sexes, many of whom were without proper training and incompetent to handle the work. Some of the employes, it seems, did not realize their chance for advancement, but did appreciate the scarcity of competent help and became extremely independent, taking advantage of opportunities that would not have been thought of under normal conditions. This had a demoralizing effect on the whole operating machinery of the country, straining supervision almost to the breaking point.

Best Efforts Are Called For Now

Conditions, however, have now almost reshaped themselves into a normal stage, and competent material is more plentiful for all classes of service. It therefore behooves every employe, be he in the ranks or at the head of a department, to set forth his best efforts to increase efficiency in his class of business.

Railroads have more positions with attractive salaries and offer greater opportunity for advancement to young men than any other business in the world, but young men must realize that they are living in a fast age, and they should also understand that their advancement depends on their own personal loyalty and ambition. The employe who seeks advancement is one who does his own work well, giving a full day's service for a full day's pay; he is ambitious not only to master the work of which he has charge but to learn the work of the man ahead of him, thus fitting himself for promotion to a position of greater responsibility.

Every employe is a spoke in the wheel of progress, and his advancement depends on the portion of the load he is able to stand up under. If one employe through his ambitious efforts is of greater service to his company than another older in the service, there should be nothing strange about seeing him advance in preference.

An Example of Advancement

Those who have not already done so will make no mistake by obtaining a copy of the October *American Magazine* and reading the story of C. H. Markham's advancement from office boy to president of one of the great trunk line railroads.

Every well-organized institution should have understudies in the ranks, and (having in mind that fundamental principle that the supervising officer will have charge and be the teacher of those under him, and that the fitness of his understudies for advancement to more responsible positions depends largely on their own efforts plus the teaching and examples of their superiors) it is my belief the best results are obtained by selecting men from the rank of employes to fill supervisory positions. In such selections, the one fully qualified should be chosen without regard to seniority except where merit and ability are equal; then the employe longest in the service should be given the place.

An employe should never be selected through relationship or friendship only, but must travel on merit alone. If a junior employe is advanced over a senior employe who is better qualified, it has a discouraging effect and is viewed in the light of discrimination, leaving the senior employe to feel keenly that he has not only been ignored but mistreated. Such propaganda spreads rapidly to other employes and has a demoralizing effect on the whole situation, leaving the newly appointed officer in a position where it is difficult for him to manage efficiently.

How the Right Man Makes Good

On the other hand, where a junior employe is selected from the ranks for a supervisory position ahead of a senior employe, because through thoroughness, close study and observance he has fitted himself as an efficient leader, and he is conscious of his ability, his fitness as a leader cannot escape the recognition of other employes. They must realize that his selection was made because of his superior qualifications and was fair; therefore, the only regret for the senior employe to brood over is his failure to qualify by placing himself in the

running for the place. If these principles are carried out, they will result in a healthy organization, which is so necessary for the successful operation of any line of business.

One in the ranks aspiring to promotion is not only figuring out the best methods to handle a more responsible position but also studying the peculiarities of the employes doing the work, which it is important for anyone to know who is seeking advancement. An employe carrying on such study is usually known to the men higher up, and he stands a good chance for promotion although he may be young in the service.

Personal Contact Important

By close personal contact better acquaintance is established. This prompts employes to feel free in going to their superiors with problems concerning their work, which is beneficial to both the employe and his employer. A man who makes a success in a supervisory position not only watches and weighs the efficiency of his men but also weighs his own efficiency by watching the comparison of daily expenses and man hours, more particularly the man hours, as expenses may fluctuate from uncontrollable causes, such as increase or decrease in wages, while the man hours always remain the same from a comparative standpoint.

My advice to young men is that they start at the beginning to be efficient and loyal to the concern employing them. This will be to the advantage of both employer and employe, and sooner or later brings recognition to the employe. The young man entering any position who spends more time in learning the rights of the man set up by schedules covering working conditions than he does in learning the rules covering his employment will soon become known and will stand out prominently in the eyes of his superior, like a sore thumb. Too much schedule and not enough rules is a poor line to follow in securing advancement.

Beware the "Get-Rich-Quick" Appeals!

By appealing to the "get-rich-quick" ambitions of employes, many salesmen of fake stock the country over have been reaping harvests from the pay envelopes and giving nothing in return. Some of the arguments advanced by these salesmen to separate the worker from his hard-earned cash have been brought to light by the Investors' Protective Committee of Rochester, N. Y., which recently had one of its agents pose as a workman in a Rochester factory to study the situation.

Strange as it may seem, the desire of the employe to get rich like his employer is played upon most frequently. The employer had the nerve to take a chance, make an investment in a business enterprise, and thereby become wealthy, the salesman explains; why cannot anyone do the same? "The thing, my boy, is to strike out for yourself; you are just as intelligent as the man for whom you are working; all you need is a little nerve." One good investment should lead to another, and in a short time should make the investor wealthy. Then he would not have to work, but could as imagination.

Investigation of the schemes by the investors is not encouraged by these salesmen. If the prospect says he is going to ask his banker about the matter, the salesman discourages the idea, declaring that the bank would "knock" anything it was not in on itself. It was also hinted that the employe should not be "misled" by the advice of his employer, as it was to the interest of manufacturers to "keep the workingman down."

In one case, at least, the investigator who was asked to invest was unable to get any definite information regarding a patent the company was said to hold, the standing of the officers of the company, the assets, liabilities, factory space or numbers of men employed. The company also was unable to give Rochester bank references. In spite of all these things, however, considerable sums were taken in from workmen who were wheedled out of their savings.

Strike No Stock in November!

How Operating Department Can Save Coal

Careful Direction of the Engine on the Road Does Much to Cut Down Fuel Consumption

By R. W. BELL,
General Superintendent of Motive Power

A LOCOMOTIVE may leave the roundhouse for service in first-class condition and be handled by the engine crew throughout the trip in a most successful and economical manner as far as the complete development of power and its transmission from the coal consumed is concerned, but this does not mean that the trip itself was a success from a coal- and equipment-saving point of view, unless the operating department made every move count in putting the train over the road. With unnecessary delays and damage to equipment (all of which require extra coal), the trip would be a failure, the efforts of the mechanical forces and the engineer and fireman would be in vain, and a certain percentage of locomotive efficiency would be lost.

It requires from 750 to 1,500 pounds of coal, depending on grade and weather conditions, to start a tonnage train and get it moving up to the required speed. Now we shall assume that three unnecessary or avoidable stops were made on a trip; basing the coal used on 750 pounds for each start, it would mean that 1 ton and 250 pounds, representing approximately $3, were wasted on the trip, in addition to the extra burden placed on the fireman in shoveling this coal into the fire-box.

Co-operation Does the Work

After a railroad is constructed, the first and most essential requirement is properly designed and properly maintained power, which is of course a mechanical problem; but the matter of getting efficient service from this power is a problem that concerns the operating department as well as the mechanical department. Hence the closest co-operation of the two departments is absolutely necessary to bring about the highest possible fuel efficiency. Superintendents, trainmasters and train dispatchers should keep in close touch with traveling engineers, in addition to making careful observation of road performance, and should have frequent conferences with roundhouse foremen, so that all may have a thorough knowledge of the performance of the locomotives on the road. This will also insure prompt action on needed work, thereby possibly avoiding the use of a defective locomotive, not only of itself an added expense but the cause of expenses and fuel waste by delays occasioned to other trains and to the traffic in general. Advance information given to the roundhouse foreman by train dispatchers relative to engine arrivals is of great value to him in anticipating and lining up his work.

Close co-operation on the part of the dispatcher and yardmaster in giving foremen probable locomotive requirements prevents firing up too far in advance or the necessity of forced firing, either of which adds materially to fuel waste.

Give Time to Get Trains Out

Sufficient time should also be given to foremen in ordering trains of certain classes, taking into consideration the additional time necessary for dispatching the larger engines and engines that have just been washed, and allowing ample time for the calling and reporting of engine crews, so that they may leave the roundhouse or outgoing track in time for an "on-time" departure from the yard.

Yardmasters should use deliberation in ordering trains, and then arrange so they can actually know each train will be ready at the time called to leave.

The matter of proper inspection of trains cannot be over emphasized, particularly as to the air-brake equipment, running gear and lubrication, the latter being one of the most important features in freight train operation. If we expect a successful movement, the first and most important essential is to start right.

A careful analysis must be made of the methods followed in the different yards in figuring the tonnage of trains to see that the proper maximum rating is given. Overloading causes extravagant waste of fuel on

hat particular train and consequent delays o other trains, and every ton underload is n absolute loss from a revenue and operating point of view.

The elimination of short cars in through trains will help materially in the total fuel consumed. It is important that train dispatchers and yardmasters anticipate and make proper allowance for weather conditions in making up the tonnage for trains. This is a good method of economy if carefully watched and of great waste if overlooked.

Trainmasters, train dispatchers and traveling engineers should acquaint themselves not only with the conditions of operation but with the individuals actually responsible for the operation, as well. There should be division staff meetings to analyze general conditions, and the men who actually do the work should be invited to attend these meetings occasionally. By this a thorough understanding and a spirit of sympathetic co-operation may be gained, all of which will automatically result in better train movements and consequently in better fuel performance

Collecting Children's Fares Is Difficult

By EDWARD S. SHARP,
Conductor, Y. & M. V., Jackson, Miss.

I find from close observation of my fellow employes that a great many of them are not fully interested in enforcing the rule in collecting children's fares. The practice should be uniform. Both agents and conductors should give the matter serious thought, for, because of their carelessness, the railroads suffer a loss of thousands of dollars annually. That the railroads have no commodity except transportation to sell should make each employe alive on this subject.

Agents should be particular to inquire as to the ages of children when half-fare tickets are sold. In my experience I have found many instances where whole tickets should have been sold instead of half.

If in doubt, the conductor should ask the child's age of the parent, in the presence of the child. The same question should be asked if there is no ticket offered for a child who the conductor may have a good reason to believe is 5 years old. The failure of some conductors to enforce this rule makes the conductor unpopular who does enforce it.

If every conductor and agent would give this matter close attention, it would eliminate the practice of patrons' not buying tickets for children and would save a delicate situation for conductors working trains. I could relate thousands of cases where I have collected children's fares and had patrons tell me: "Why, the other conductors did not make me pay for them," or, "The agent said it wasn't necessary to buy a ticket." I am often accused of being the "meanest ol' conductor" on the railroad.

Fireman McGhee, Engineer McClintock and Conductor Sharp

Some of the patrons seem to think it is all right to beat the railroad. Why they think so is something I cannot understand. We show them every courtesy, and accommodate them in every way possible.

I am reminded of a story I heard Evangelist Sam Jones relate some thirty years ago. The renowned Sam could tell you just how low-down and mean you were by illustrating your case. On this occasion he had just pitched his tent for a general revival, and had this to say about railway conductors and the traveling public:

"I came over with a splendid conductor in charge of the train—a large, handsome, clear-eyed, honest-looking fellow. You know, most of the people believe conduc-

tors split about half with the railroad in cash fares. You wouldn't think so when this conductor looks you squarely in the eye. But that is easy for him, for he knows there is not a one of you that would not beat your train fare if you thought you possibly could, and the conductor knows that he is better than any of you."

I was in charge of one of our fast trains into New Orleans a few years ago. On one of the Pullman cars were a man and his wife and a little boy 7 years old, a nephew of theirs. After leaving Hammond, the last stop before reaching New Orleans, I was picking up my trainchecks and discovered they did not have a ticket for the little boy. The little fellow proudly said that he was 7 years old. I explained to the man that it was necessary to collect half-fare for the boy from Matteson, Ill., to New Orleans, which was about $12. They had taken the train at Matteson, traveling from Detroit.

The loss of 50 cents on each train daily on the entire system would amount to a considerable sum. Should anyone get interested enough to investigate, he would find that this is not one-fourth the real loss.

Let every employe get alive on this subject, and in the meantime, as travelers, let's give the conductor who is making an effort to do his duty a square deal.

What a Big Little Place in Mississippi!

By J. B. TERRELL,
Car Inspector

There are many officers and employes with the Illinois Central and Yazoo & Mississippi Valley railroads who have many a time heard of Tutwiler, Miss., but they have not the slightest idea of the vast amount of business that the Y. & M. V handles at that place.

Just recently we had with us two representatives from Mr. Porterfield's office, who have been with the company for more than twenty years. Both of them had heard of Tutwiler, always it seemed, but they were surprised to learn that Tutwiler is in the center of a network of lines branching out in four ways through some of the most fertile delta lands of the South.

We handle daily sixteen passenger trains, sixteen local freights, (except Sundays), numerous through and extra freights, two switch engines, man and operate one wrecker—the X56—keep up from ten to fourteen locomotives, and handle no less than three hundred cars. We also make one thousand and receive two thousand shipments during an average month, load two hundred outbound and unload three hundred inbound cars a month, repair from twelve hundred to fifteen hundred cars and have an average monthly sale of fifteen thousand passenger tickets.

The question has been asked—how do you handle this amount of business with the facilities that you have? The answer is easy —co-operation.

Co-operation is second nature with us—we have lived and practiced co-operation until we find ourselves working hand in hand with one another without realizing the many little things we do each day to help the other fellow along.

Ours is team-work all the way from top to bottom. The traveling engineers, train masters, general shop foreman, agent, engineers, conductors, switchmen, machinist, inspectors, supervisors, clerks and foremen come together in a perfect harmony for the same purpose: to keep the company's business growing and moving rapidly without delays, wrecks, damage, claims, waste or personal injuries.

Economy has always been an important factor and is now as much as ever before, due to the decline in freight and passenger traffic. We consider that we might just as well rob the company's vaults as to waste its material, and in passing through Tutwiler one will not find material left lying about in the yards along the tracks where it might have fallen from a car, and, instead of leaving one or more nuts, bolts or washers about a car that has been repaired, inspectors and carmen have formed the habit of picking up every nut, bolt, washer, cotter key or piece of material that they come across as they go about inspecting and repairing cars in the train yards.

By co-operation we will in the future, as we have strived to do in the past, make Tutwiler the busiest for its size and the most economical point on the Memphis division.

Favors Studying the Other Fellow's Job

Roadmaster Points Out Advantages of Co-operation Within the Railway Organization

By G. M. O'ROURKE,
Roadmaster, Indiana Division

THE wayland along the track was a smudge prickly with charred stalks of weeds where it had been burned over. The thin hedge along the right-of-way fence shut it off from the shorn wheat lands of autumn, thin and gray nearby, but like tawny velvet stretched over hillocks in the distance. Black spots of newly plowed fields lay on the distant slopes.

The expanse was relieved by clumps of oaks with patches of wild grass, and, as the railway motor car descended the grade, there came in sight a chain of sloughs, with the flicker of blackbirds' wings across them.

Both men on the car were familiar with the changing landscape and knew there were bad curves ahead where the view of the track would be obstructed. The roadmaster was driving the car and, as the trainmaster, his companion, studied their line-up of trains and compared time, brought the motor car to rest opposite a hand-car run-off.

They agreed that the safe course was to set off there and wait for the extra about due from the south. While waiting they walked on toward the curve, the roadmaster examining the track.

A Story the Track Tells

"See here," he said, "this is where the brand of the rail is found; this is the heat number; here, the manufacturer's name. These are our new oil-treated angle bars; note the difference betwen them and the old bar in the distribution of metal. See these small round metallic numerals. They are tie-dating nails, enabling us to tell readily how long the ties have been in the track."

He talked on, as they walked, of the many details of track construction and maintenance, with the trainmaster an interested listener. Both had been present a short time before when a superior officer, long in the service, had told the division officers they could be of inestimable assistance to one another by imparting the particular knowledge necessary for the conduct of their own work.

"I am telling you these things because I believe you are as interested in maintenance of way and structures as I am in transportation," the roadmaster continued.

"The boss' talk the other night, when he told us to get together, impressed me very much. Unless we do work closely together, we shall both be embarrassed some day through our ignorance of features pertaining to the other fellow's job."

Should Know Other Man's Work

"Go on; I am listening attentively," said the trainmaster. "You have already cleared up some questions I had in mind a long time, but hesitated about asking. The Big Boss is, as usual, exactly right. Few trainmasters manifest interest in maintenance department affairs or the various other accounts. Some should know more about what work done by the maintenance and mechanical departments is charged against their transportation accounts. The trainmaster knows there is nothing more important in the economical operation of the railroad than the maintenance of a full trainload. He supervises this closely and tries to be sure that a maximum trainload is being handled at all times and that trains are not operated in the direction of light traffic that can be avoided, in order that there may be a full trainload for each run; but he often does not know that many jobs performed by the maintenance department are transportation charges. Some trainmasters believe they are not held accountable for the prompt handling of work extras, gravel trains, American ditchers, and the like.

"The trainmaster," he continued, "is responsible, with the traveling engineer, for the conduct of an engine after it passes out over the turntable, and he is solely responsible for the trainmen. He must be considerate of his men and exercise diplomacy in the choice of time to criticise a man. A trainman or engineman can be talked to while on duty about the conservation of coal, observation of rules, or such, but when a man is to be severely criticised he should be caught before or after a run, while alone. A man must not be discharged without an investigation, and, after an accident, the trainmaster should handle the subject diplomatically with the entire crew."

"There is no more important feature of

maintenance work than the development of personnel," the roadmaster remarked. "This can be more readily understood when one considers how scattered are our employes in the maintenance of way department. Without their undivided loyalty we would be lost. A great deal of credit is due them for their stand against the misleading doctrines which would tend to develop a belief that the officers are not putting forth their best efforts toward economical maintenance. They have shown a splendid willingness to co-operate to bring about the efficient and economical maintenance prevailing."

"Concerning the technical details of transportation work there is much to be said," the trainmaster resumed, as they turned back toward the motor car, "and the trainmaster must give his personal attention to them. He must keep in constant touch with the chief dispatcher regarding the classification of trains, and with the master mechanic on the program of engine repairs. The study of tonnage must be constantly given attention, to see that power is properly rated and loaded. Trains must not be loaded to a point where a reasonable average speed cannot be maintained. Neglect of this attention will ultimately mean the loss of power resulting from necessary tying up of crews and engines short of the terminal to avoid violation of hours-of-service laws. Road overtime should be reduced to a minimum, and initial and terminal overtime avoided. A daily study of conductors' reports of delays is required, and close analysis of 10- and 20-day performance statements is advisable."

Must Study Yards and Terminals

"Yard and terminal study," he continued, "is interesting, educational and beneficial. A trainmaster will be wise to keep himself informed every morning of the cars on hand in each yard. He must know the cause of a surplus of cars at terminals and the probable number he will receive from other districts or divisions in their efforts to clean up by midnight. He will watch interchange where other roads may give us a greater number of cars. We must insist that the receiving line takes cars off interchange tracks as well as signs a receipt for them. We must watch for and obtain equated business into and out of terminals to balance traffic more evenly. A most important duty is to reduce standing time at terminals. Deliveries to other lines should be completed before midnight, and the trainmaster must, with the yardmaster, have a system for recording cars on hand at midnight, regardless of the time received, showing date of arrival, yard and junction station. The fluctuation of these cars must be closely watched to see whether engine hours fluctuate in a corresponding ratio. Reports of cars handled through the yards must be studied in comparison with yard engine service now and last year. Yardmasters and engine foremen must study their work in making up trains and notify the dispatcher of anticipated delays, so that road trains can be advanced. The trainmaster must know how long belt lines and terminal railroads require to deliver to connecting lines the business given them.

"I have touched on a few of the duties of a trainmaster," he concluded, as the extra came in sight, "and I shall be pleased to be an attentive listener on the subject of railway maintenance at your first opportunity."

"The information you have given me is

No Knocker

You've heard of a fellow refusing to drink
And of others refusing to eat;
You've heard of a fellow refusing to smoke
And a fellow refusing a seat.
There are men who are famed for refusing to run
For office or safety or pelf,
But here is a scrawl for the man who, of all,
Has the finest control of himself.
I speak of the man with a clamp on his voice,
Whose talking is tight under lock;
The man with a muffler attached to his mouth—
The man who refuses to knock.

The man who won't knock is a curious chap.
He often goes out with a crowd,
Where grouches are aired and the grievances bared
In fault-finding candid and loud;
Where only his friends are around him to hear
The hurts that he probably feels,
And everyone revels in woes and complaints
And mention of villainous deals;
Where hammers go ringing with vigor and zest
On anvils that shudder and rock;
Yet calmly and firmly he passes his turn,
The man who refuses to knock.

—EXCHANGE.

appreciated, I assure you," the roadmaster said as they started away, "and I shall be only too glad to talk with you of the duties of the maintenance department soon. How nice it would be if a portion of the *Illinois Central Magazine* could be devoted to encouraging the expression of opinion concerning work among the allied officers."

Money in the Maximum Loading of Cars

By R. B. GOE,
Supervisor of Weighing and Inspection

Maximum loading of cars is necessary in the conservation of equipment during periods of car shortage and is highly important to the economical conduct of transportation during periods of car surplus.

Every ton decrease in the load increases the cost per net ton mile in freight train operation proportionate with the tare and net weight of car and contents. For example: Ten cars weighing 20 tons tare, 30 tons net, moving 200 miles, or 100,000 gross ton miles, would cost approximately $500 gross or $1.66 per net ton. Ten cars at 20 tons tare, 35 tons net, moving 200 miles, or 110,000 gross ton miles, would cost $550 gross or $1.57 per net ton, a saving of 9 cents per net ton in transportation cost when the car is more heavily loaded. To this may be added the cost of maintaining two additional cars required to haul the same tonnage at the reduced tons per car, per diem and yard operation expense required to handle such additional cars.

The critical period during the great war just passed has taught transportation carriers the importance of intensive loading to car conservation, and although the necessity for such conservation has been temporarily decreased the requirement for economy is now greater than ever before. Great progress in this direction can be made by keeping up the carload to as near the maximum as possible. There are, of course, a great many commodities which from their inherent nature cannot be loaded to or near the load limit of cars, neither can railroads be expected to build equipment that will be 100 per cent efficient for all commodities, but there are certain kinds of freight adapted to heavy loading on account of density, weight and large quantities shipped, such as ore, iron, stone, sand, gravel, bulk grain and other similar commodities that can and should always be loaded to journal carrying capacity as provided for in column A, M. C. B. Rule No. 86, under special circular instructions of owner or as stenciled on car.

With bituminous coal great care must be exercised in loading to obtain capacity weight, as a great many coal cars are not of sufficient cubical capacity to carry the capacity in weight, especially when loaded with prepared sizes of coal.

It is important to efficiency that cars be built of sufficient cubical capacity to carry the maximum load limit of the principal commodities transported, and that the marked capacity of each car be the highest consistent with the requirements of safe operation. With cars of sufficient cubical capacity properly rated it is next in importance that they be properly distributed, using cars of high capacity for long haul and for commodities loading nearest 100 per cent, keeping in mind always that every mile an excess tare ton is hauled costs money for which no return is received.

Statements are compiled in this office weekly showing by commodities just what is being accomplished. These statements should be analyzed carefully at division headquarters, and all concerned shown just what it means in loss of earning power to cars and increased cost of transportation operation. The division staff and all others coming in contact with shippers should lose no opportunity to impress all concerned with the importance of heavier loading to the earnings and expenses of the railroad.

Cars should be ordered and furnished to fit the load. We find almost every day waybills bearing the notation "small car ordered, large car furnished at carrier's convenience." This not only allows the application of tariff minimum on the size of car ordered, but will increase the transportation cost. Investigation frequently discloses the fact that cars of suitable size were available, but through error were not placed.

DUBUQUE AND PACIFIC RAIL ROAD.

TIME TABLE NO. 1.

TRAINS MOVING WEST.		Names of Stations.	TRAINS MOVING EAST.	
Mail Train.	Accommodation Train.		Mail Train.	Accommodation Train.
7 A. M.	3 P. M.	DUBUQUE.	5 P. M.	11 A. M.
8 " "	**4** " "	JULIEN.	**4** " "	10 " "
8.30 " "	4.30 " "	CALEDONIA.	3.30 " "	9.25 " "
9 " "	5 " "	EPWORTH.	3.05 " "	**9** " "
9.25 " "	5.25 " "	FARLEY.	2.35 " "	9.30 " "
10 " "	6 " "	DYERSVILLE.	2 " "	8 " "

The Accommodation Train will, when practicable, switch for the Mail Train.

The **Full Faced Figures** denote passing places.

The Red Flag or Lantern denotes danger, and must not be passed.

Red and White Flag or Green Lantern denotes caution—run slow.

Any damage the Engine, Tender, or Train, may sustain by neglect of instructions, or carelessness of the Engineer, the nett cost of repairs of the same will be charged to him, and the amount deducted from his wages. The same will hold good against the Conductor for any damage the Train, Engine or Tender may sustain by his carelessness or neglect of duty. The Whistle must not be used except in extreme cases of danger, in giving the necessary signals, and on approaching Stations. Great care must be observed in approaching Public Crossings to reduce the speed and commence ringing the bell at least 80 rods from the crossings. Each Train will wait on the other at regular passing places, 30 minutes after the regular arrival time, and then proceed, keeping the 30 minutes good until the expected time is passed. Conductors will attend personally with their men to making up their own Trains, which must be done in the most careful manner so as not to injure the Cars. Being that the Road is not fenced and no Cow-catchers, Engineers must keep a sharp lookout for Cattle, and in no case run so as to risk the safety of the Train, the making of time at present being only a secondary object. Let your motto be—"Safe first and fast afterward." Engineers with their Fireman will be on hand in time to oil their machine, see that they are provided with all the Tools and Fixtures required by the Regulations, in good order, and have their Engine in position ready to take their Train at least 20 minutes before their advertised time for starting. In the absence of the regular Switching Engine, the through Engines shall make up their own Trains. Conductors will make it their duty to provide themselves with a Switch Key, Time Table, and all the Rules and Instructions regulating the running of Trains and the safety of the Road, all of which may be had by applying at the Superintendent's Office. Conductors will be very particular to see that the Bell or Whistle Cord is always properly attached before leaving a Station. Engineers will be responsible for any damage that may accrue from obstructions that may interfere with the free working of the Cord in passing over the Tender, &c. It shall also be their duty, in case the Cord should become detached in running, to re-attach it immediately. Foremen of Construction Trains will have at all times a trusty man placed with a Red Flag at least one thousand feet from the extreme point of their working, in the direction of approaching Trains; and when the place of their switching is in the direction that approaching Trains are moving, they must continue their work until the expected Train is in sight, and then Switch as soon as possible. When their Switching-place is in the direction of the approaching Train, they will be on the Switch at least 15 minutes before the time of the expected Train is due at that point. Men in charge of the Track and Bridges will keep well posted on the time of the arrival of the Trains at the place they are working, and be very careful to see that the Track is safe for the passage of the Trains. If there is any doubt, a trusty man must be sent out with a Red Flag at least one thousand feet from the point of danger, in the direction of the approaching Train, and under no circumstance to leave his post until the arrival of the expected Train, or until the Track is made safe. If it is only required that the Train should run slow, send out a Red and White Flag, which is a Signal of Caution, and a Red Flag, a Signal of Danger, stopping the Train

D. H. DOTTERER,
Superintendent.

MAY 11TH, 1857.

Nonpareil Book and Job Printing Establishment, Dubuque.

TIME-TABLE AND RULES OF 1857
on Road Now Part of Our Western Lines

Editorial

RAILROADING AS A LIFE BUSINESS

The message from President Markham to the public on the attractiveness of railroading, which was published in the *Illinois Central Magazine* for October (pp. 18-19), contains a triumphant declaration of our leader's faith in the railway service as a calling which challenges the ambitions and imaginations of young men. In the Public Opinion section of this number will be found some interesting newspaper editorial comment upon the statement.

Every officer and employe of the Illinois Central System should be proud of that statement, and should find in it the inspiration for greater achievement. It is a clarion call to service, sounded by a man who has devoted thirty-four years of a highly useful life to a business which he has the faith to say excels all others in what it has to offer young men in the way of romance, compensation and opportunities for service.

There are too many gloom dispensers in the railway ranks—in all industrial ranks, for that matter. The physician urges his son to take up the law, the minister pleads with his son to become a farmer, the farmer's son enters business, and the business man's son takes up farming. The man who has grown old in the service of his calling looks back over his life and, too often, advises his son that following in his footsteps will lead him only into drudgery. The "old head" is too eager to tell the beginner that the tasks and difficulties he faces are too much, and his plaintive song is to forsake the field and go into something else. Such advice doesn't always come from those whom the world terms "failures." Lots of railway men who have climbed to the top in their departments of the service have been engaged in painting a gloomy picture of the railway career.

It ought to give us new heart in our work to read this message from our leader—for it is not a breach of confidence to say that he aimed it at us just as much as he did at the general public. He wanted us to find encouragement in it.

There are approximately 2,000,000 railway workers in this country, and the number of general and division railway officers totals only about 22,000, or about one to each 100 employes. It is obvious that we can't all be superintendents or general managers or traffic managers, but we can perform the tasks we have with the knowledge that our bit is a definite contribution to the greatest industrial enterprise of the modern world—and if we prove ourselves more capable than the ninety-nine others who are in competition with us there is a big chance that we are going to be given the opportunity, in some way, of showing whether we are fitted for the job ahead.

It would be a fine thing for the Illinois Central System if every officer and employe could catch the spirit of President Markham's message—that railroading today offers an opportunity for advancement as good as, if not better than, that in any other line of business.

If you happened to miss the message, it is earnestly recommended that you look it up, and read it.

A STUDY OF CONTRASTS

The march of progress in the field of railway transportation is reprepresented in a series of exhibits made by the Illinois Central System at various state fairs and other expositions since August 20. Alongside one of our new Central Type locomotives is displayed "The Mississippi," a wood-burning engine which was in use in 1836 on a railroad between Natchez and Foster, Miss., which later became a part of the Illinois Central System. The great steel monster which is the pride of the Illinois Central System forms a contrast beside its tiny predecessor that cannot fail to impress the spectator with the great strides the railroads have made since the transportation industry was in its infancy.

"The Mississippi" is believed to have cost

about $2,000. Its crew consisted of an engineer, a fireman and a wood chopper. It ended its career of active service and was put on the pension list in 1890. Since then it has been exhibited at the Columbian Exposition in Chicago in 1893, the World's Fair in St. Louis in 1904, and various other places. Its home is at Burnside Shops, Chicago. Compared with the interesting old relic, one of our modern 2-10-2 locomotives cost $88,819, the fireman operates a mechanical stoker, and its tractive power is more than fifteen times as great.

The exhibit has made a great hit at the fairs. Thus far the engines have been on display at Springfield, Indianapolis, Louisville, Sioux City and Peoria, and recently they have been sent into our Southern territory, being placed on exhibit at the Mississippi State Fair at Jackson, October 17-22 and the Florida Parishes' Fair at Hammond, La., October 24-29.

As an advertising proposition alone, the exhibits have been worth while. Many thousands of fair visitors have been given a graphic illustration of the great advancement which the Illinois Central System has made since its humble beginning in building up a modern, efficient service which takes second place to none.

NO PLACE FOR THE GROUCH

The railway service is an exacting profession. It has its compensations, but it also makes definite demands upon the individual who engages in it. It requires respect for the ideals of public service which move the great organization of which the employe is a part and unswerving devotion in the performance of that character of service. Out on the advance line, where the railroad establishes its contact with the public, the service demands that employes be courteous at all times and under all conditions. The discourteous individual will never be a howling success anywhere. If he hasn't the faculty of being courteous he is marked for defeat before the battle is begun. His services may well be dispensed with. But under no force of circumstance should he be placed in a position where it is possible for him to send his gloom waves out upon the public consciousness.

An ill-chosen word, an act performed in a surly or careless manner, or a lack of attention to what may seem even the most trivial request may work a harm which cannot be undone. It may start a tide of ill will against the company which will take years of the most careful and painstaking cultivation to stem. The employe on the line of advance has it within his power to make the company which he represents respected in his community, merely through his demeanor while on duty and his conduct as a citizen. If he succeeds, he enhances his value to the organization. If he fails, he is headed for the scrap pile. He may stick on for a few years, but his term of real usefulness is ended.

Courtesy is founded upon a pride in one's calling. If an individual is thoroughly imbued with the spirit of his profession—if he feels that his mission is a genuine one, that his is a definite contribution to the work of the world—courtesy should come involuntarily, unless he has an ingrown grouch which even the most favorable mental background cannot cure. And the railway man, or woman, ought certainly to have that pride in the profession. It's a great game. Rising to the responsibilities of it ought to be a pleasure.

PUBLIC RELATIONS

Elsewhere in this issue of the *Illinois Central Magazine* there is reproduced an editorial from the *Railway Age* of October 8 commenting upon the public relations work of the Illinois Central System. The *Age* frankly tells other railroads to "go thou and do likewise," if they would obtain results similar to those which the Illinois Central System has obtained in the fifteen months that its present public relations policy has been in effect.

Readers of the *Illinois Central Magazine* were given a summary of the method and practice of the system's public relations work on pages 30-32 of the June number. The work is carried on under the direction of President Markham, its aim being to build up a spirit of friendship on the part of patrons for the railway system, founded upon a more thorough knowledge of the workings of the railroads, their problems and their ideals.

From time to time editorials from the newspapers which are published in the ter-

ritory of the Illinois Central System commenting upon the progress of the public relations work have been published in the Public Opinion department. Officers and employes have been kept in touch with the progress of the work in other ways.

It will be interesting to employes generally to know that the Illinois Central System is being generally recognized as the leader in this field in which President Markham has been the pathfinder. Other railroads have been studying our plan, with a view of making use of what we have learned, what methods we have employed and what we have accomplished. Newspapers and magazines published outside our territory have come to look upon our work as a meaningful departure from the former attitudes of railway managements.

These compliments are greatly appreciated. The *Railway Age* editorial reprinted elsewhere says: "The intelligent and adequate handling of public relations has become just as important and integral a part of railway administration as the adoption of methods of increasing economy of operation or of reducing accidents."

SOME TESTS OF LOYALTY

Are you loyal to the company that employs you?

You would be deeply disappointed if the company failed to produce a pay check for you on the date assigned. But what are you doing to make the company strong within as well as without and thoroughly able to make that pay check good?

When you make a mistake—as we all do—do you seek to cover it up, in the hope of escaping detection? Or do you report it promptly, in order to save the company the trouble and expense that the mistake may entail?

Are you indifferent? Do you let something go wrong that you might have prevented, but did not, simply because it was the other fellow's look-out?

How do you speak of the company when off duty? Does your loyalty end when the day's work is over?

Are you putting the proper team work in your job? Are you anxious to show the other fellow up? Or to help him make good? Are you trying to bridge over the good? Are you trying to bridge the gaps in organization that every business has?

Are you spending your employer's money as you would your own? Are you making the best use of the materials with which you are supplied?

Waste is disloyalty. And disloyalty is inefficiency. Maybe it hadn't occurred to you just that way, but think it over.

BUSINESS WITH A HEART

A note of humanity and fellow-feeling, refreshing in these strained days of every man for himself, is to be found in the letter Judge Robert S. Lovett recently wrote regarding the disposition of the debts the allied nations owe the United States. That letter is reprinted in another part of this magazine.

Judge Lovett is a successful business man, hard-headed and practical, as befits a director of several great railroads, including the Illinois Central System. He has had long experience in administration, in handling great properties, in dealing with men. No one would call him a sentimentalist.

Yet Judge Lovett seriously proposes that the United States should not insist upon direct payment of the debt of many billions that was built up during the war. He would have us turn loose of that obligation, keeping only one string to it—an exact statement of where the remitted debt is to be applied. He urges that this money be made a perpetual trust fund, to be administered for the direct benefit of the allied people, "free from any political purpose or other exploitation."

In short, he would have these debtor nations apply our money to the relief of their own peoples through humanitarian agencies—pensions to the war orphans and other dependents, hospitals, schools and benevolences.

This looks like bad business. But it isn't, Judge Lovett declares. The debt, as it now stands, is a barrier to the resumption of business relations on a permanent and satisfactory basis between the United States and these countries which owe us so much money. The rate of exchange is such that a demand for payment will force these manufacturing countries to seek their raw materials outside the United States and underbid our own tariff-protected manufacturers in selling in the United States. In two ways will our business be hurt.

Judge Lovett's proposal, he points out, would remove these difficulties. In addition,

it would re-establish international friendships which suspicion and ill-feeling have strained. It would, Judge Lovett holds, be an investment in good-will.

A LESSON FROM ISAIAH

This is not to be a Biblical quotation. It is from another book of life, the one we are writing every day. It has something of service in it, a little of dedication, a whole sermon on doing your job the best way you know how.

Isaiah Smith, a negro, is a pumper on the Memphis division of the Yazoo & Mississippi Valley. He works at Phillip's Bayou, Miss., which is such a little spot on the map that we don't even keep an agent there. Isaiah therefore had to typewrite his own coal-saving reports on a wheelbarrow load basis to the division accountant. Isaiah is no H. G. Wells, but this is part of what he wrote:

"I Only Bunt 2 Bors Coal At The Pumpin Station I Am Try To Save All The Fuel I Can Dont Bourn Over 2 Ar 3 A Day I Am Savein All I Can For The Company." And again: "I Only Yourse 2 Bors of Coal An A Half To Day That Ant Bad On Fuel I Dont Yours No Mor Then I Can Help."

Isaiah won't get a job as a clerk or stenographer on the Illinois Central System on the strength of those reports, but the chances are there's an angel clerking for him somewhere, making credit entries in the ledger that's reserved for folks who do their best wherever they happen to be.

A TENDER ON WHICH COAL IS SAVED

Here is shown the tender of Engine 1054 *on Train* 123, *handling four steel cars on the Springfield division, September* 22. *As an instance of fuel-saving, note the small empty space on the tender, which shows the small amount of coal used in fifty-four miles of service. It is estimated that fewer than* 1,200 *pounds of coal were used on this engine between Clinton and Pana. The photograph was taken at the suggestion of Supervisor Fred Johnson, who was on the engine between Decatur and Pana. In the photograph, left to right, are Conductor J. B. Stewart, Fireman C. I. Klinghammer and Engineer J. J. Tracey.*

PUBLIC OPINION

What the World thinks

CAPITALISM FEEDING ITS ENEMIES

Great truths often shine forth in little incidents and brief stories. The imagination of newspaper men is particularly fertile in the invention of logical dialogues that carry needed lessons. Here is one of them from the Birmingham (Ala.) *Age-Herald:*

"Here's a bowl of soup, some good white bread, and a plate of beans."

"Does that food come from the capitalistic country, America?" asked the Bolshevik.

"Yes. If it's against your principles to eat it, stand aside."

"I'll take it. It may give me strength to finish my pamphlet on the Curse of Capitalism."

Capitalism is feeding starving Russians who would destroy it and bring America to their own plight. Capitalism has much to its credit, in spite of the charges against it. Even those newspapers which rant against it to reap pennies from the multitude are a result of capitalism and owned by capitalists. Every man who owns a home, or a farm, or a business, who has a little bank account or an investment, is a capitalist. Every employer is a capitalist. If he were not he could not be an employer, and the witless cranks who are fed by the savings of others would be running through the woods eating berries and bark, but for the comforts capitalism has provided for them.—Chicago (Ill.) *Journal of Commerce,* October 8.

APPRECIATION OF RAILROADING

Blazing trails of steel across the Rockies, developing millions of virgin acres through effecting systems of transportation, bringing millions of bushels of wheat across the great American Steppes to hungry millions east of the Mississippi River, were tasks for the early railway captains. These are not jobs for the future. The tasks faced by American railroads today must lie in concentrating and co-ordinating the vast trunk lines. And because within the spaces of a half century the United States has became a network of systems through the romantic achievements of a few great way-showers does not mean that the romance of modern railway work is any the less appealing than it was fifty years ago.

President Markham of the Illinois Central Railroad began his experiences years after James J. Hill opened that great empire of the West. And, whereas Hill was one of the beginners, laying the groundwork for future development, Markham and his contemporaries have built the superstructure. Somewhat of the fascination of the labors that have engaged him are told in the form of an advertisement in the *Birmingham News* of yesterday. The great captain regards railroading as a fit vehicle for the exercise of all the initiative, the ambition, the energies of the young men of the present generation. Touching upon those opportunities, he says in part:

"In place of the old frontiers, we have something far more productive of opportunities for service—a large population busy in the further development of our country. In this development the railroads play a part of tremendous importance, for business of every kind is dependent upon adequate transportation. In providing that transportation at minimum cost and at the same time improving and enlarging the transportation plant, to keep it abreast with the country's growth, the present-day railway man has a problem bigger than his grandfather and his father faced in the days of pioneer railroading, and he is better paid.

"But how about advancement? Has a young man in railway work a chance as good as those in other lines? Will merit find its own place at the top? We believe no other busi-

ness offers better opportunity for advancement to the young man who insists upon advancement. Inertia won't push him to the top any more today than it would forty years ago, but his boss' job is always just in front of him, and the pursuit is still the same old game.

"The young men who are now coming along in railway service don't know much about the conditions that prevailed a generation ago, and we doubt that many of them care. All that a young man who has the right kind of stuff in him is concerned about is the problem of tackling the task confronting him today, and he doesn't care a rap about how somebody did the job before. He has his own future to carve—and many young railway men are carving theirs rapidly today. For example, of the official positions on the Illinois Central system, 85 are held by men less than 30 years of age, 122 are held by men between 30 and 35 years of age, and 213 are held by men between 35 and 40 years of age. Three of the executive positions are held by men less than 40 years of age. This proves that opportunity still exists in the railway business. The best man will seize it, as he always did and always will. The same effort wins in railway work as in other lines, and the final rewards compare favorably with those in most industries."

That is a high and serious challenge to the young men of today. It is a challenge that might be issued by any great captain of any industry soever. Railroading, iron manufacture, electrical development and a hundred other professions and callings offer infinite opportunities for success and for service.

If President Markham stresses the opportunity in railway work, it is because he is more than a business man, more than a successful railway official. Markham has vision, and he knows that the railway business offers opportunities for service today such as perhaps no other instrument can render. But more than its offering of success to those who will follow it and stick to it, railroading of the future is going to require great leadership to solve the problems now facing the country. Shoals and breakers lie ahead. It is going to require great caution, great powers of reconciliation, strong executive ability without selfishnes, powerful initiative that can see two sides of a question to harmonize the differences that exist between the owners and the users of the tools of transportation.—Birmingham (Ala.) *News*, October 2.

NEEDLESS SLAUGHTER

The statement of President C. H. Markham that the Illinois Central paid out of its treasury during the first eight months of the current year the sum of $108,024.96 in payment for live stock killed on its right-of-way, furnishes the farmers of Mississippi a subject of serious thought.

During the period named 24,000 head of stock were struck by trains on the system, and either killed outright or so badly maimed that they had to be killed.

Of course, the railroad company had to pay for this stock, regardless of the question of whether or not it was actually liable. The owners of the animals received full value therefor, and of the total sum $53,129.05, or nearly one-half, went to the farmers of Mississippi.

This slaughter was utterly senseless because it was unavoidable. In some instances, of course, owners deliberately "sold" their decrepit cattle and bone-spavined horses to the railroad, purposely permitting them to stray on the railroad right-of-way, and getting more than the animals were really worth in their settlements with the claim agents. In a majority of instances, however, we may safely assume that the slaughter was due to carelessness. Not all owners of live stock who have animals killed on railroad tracks are unscrupulous, but all of them are careless, and all of them are very much mistaken in believing that a horse or cow has sense enough to keep out of the way of a fast train.

Aside from the fact that the payment of these claims was a heavy burden for the railroad, and must eventually come out of the pockets of the people in the form of freight rates and passenger fares, the economic loss is to be greatly deplored. We have today in Mississippi a serious shortage of live stock, especially hogs and cattle, and it is a downright shame to permit animals to be chopped up by trains when they are needed for the upbuilding of our herds.

The only solution of the matter is for our farmers to wake up to a realization of the

fact that railroad trains are dangerous, and that they should keep their live stock off the right-of-way.

If we had a law on our statute books denying right of recovery when animals are killed while trespassing on rights-of-way, this $53,000 loss of property in Mississippi wouldn't have happened.—Jackson (Miss.) *Daily News,* October 8.

OPPORTUNITY AND RAILROADING

Mr. C. H. Markham, president of the Illinois Central System, is a good press agent for the business in which he is engaged. For some months he has been publishing in the newspapers of the Illinois Central territory a series of advertisements in which he has discussed various phases of the railway business, including the grave and complicated problems by which railway managements are confronted. These advertisements have been filled with valuable facts and information, as well as persuasive and ofttimes convincing argument. Mr. Markham is a railway man of what is called the old school. He had only a public school training, and he began his railway career as a section laborer.

From this lowly station he progressed through the various grades of railway employment to his present position. Somewhere along the way he acquired exceptional facility for clear thinking and expression. Understanding the railway business thoroughly, he discusses its problems masterfully. It is impossible not to admire his presentation, though one may not always be in agreement with him.

Mr. Markham's latest advertisment, published last week, is typical of the series to which his name has been attached. It is an argument in opposition to effort that is being exerted to make railway work appear unattractive to young men. It is Mr. Markham's contention that opportunity still exists in the railway business, that opportunities for advancement are as good as they ever were. Indeed, he asserts that the modern railroad demands a higher type of men than ever before—men better trained and more resourceful. It still offers, he declares, opportunity, compensation and adventure. In his opinion, the present day railway man has a problem bigger than his father or his grandfather faced in the days of pioneer railroading, and he is better paid. He believes that no other business offers better chances for advancement "to the young man who insists upon advancement." "Inertia," he points out, "won't push him to the top any more today than it would forty years ago, but his boss' job is always just in front of him, and the pursuit is still the same old game."

Mr. Markham concludes that it all depends on the kind of stuff there is in a man, and he cites some statistics to prove that there are still young men with the right stuff in them. For example, on the Illinois Central eighty-five official positions are held by men less than 30 years of age, 122 are held by men between 30 and 35 years of age, and 213 are held by men between 35 and 40 years of age.

"This proves," says Mr. Markham, "that opportunity still exists in the railway business." There is no doubt about it. It exists in the railway business just as it exists in every other business. It does not exist, however, for any young man who is lacking in initiative, energy and ambition.

"The best man," Mr. Markham points out, "will seize it, as he always did and always will."

Romance and opportunity survive in the railway business, as they survive in every business. Every business, no matter what it is, can be made an adventure and an opportunity for advancement. It all depends upon the man.

Mr. Markham himself is an example of what a man may do for himself in the railway business. Having accomplished what he has, it is entirely proper that he should extol the railway business as a vocation second in attractiveness to none. He thus declares his faith in his own business, and without that faith he would not be where he is. The railway business is still a man's game, and ambitious young men should not permit themselves to be persuaded that it no longer invites them to achievement and a career.—Sioux City (Iowa) *Journal,* Oct. 4.

TWO KINDS OF WORKERS

B. C. Forbes, whose writings have been reproduced before in the magazine, preached an effective little business sermon the other morning, based upon an incident which he related as follows:

"A wagon loaded with huge bundles of an

evening newspaper was dashing toward a ferryboat when the horse slipped and fell. The driver and his fellow-worker jumped down and hastily tried to induce the animal to get up. It refused to budge.

"It was within four minutes of the boat's sailing time, and the papers were still two or three hundred yards from its dock. For a second, but only for a second, the men were in a quandary as to what to do. Their whole action, however, indicated that they meant to do something and do it quickly. An express wagon came thundering down the street. They stopped it and, without taking time to enter into any elaborate explanation, began shouldering the enormous bundles of papers and pitched them into the express wagon. No machine gunner ever worked faster than those fellows worked. The operation finished, the express wagon dashed for the ferryboat and reached it in the nick of time.

"The papers went according to schedule."

As an illustration of the other attitude sometimes found in industry, Mr. Forbes describes the cartoon in which Ethelbert is pictured as obtaining a new job.

"Well, Ethelbert, old boy, how's business?" asks the fond uncle.

"Pretty bad, Unk!" is Ethelbert's reply. "All we sold today was a couple of brass candlesticks."

"But you don't seem to be worried?"

"I'm not; I don't own the store."

The contrasting incidents give Mr. Forbes the opportunity to say:

"Now, the wagon driver and his fellow-worker didn't own those newspapers. They would have had an excellent excuse to give if they had missed the boat. They could have claimed that they couldn't prevent the horse from falling. Their boss would have been able to find no fault with the excuse. Yet he would have felt keenly disappointed that so many readers were not able to get their paper as usual that night. Had the same workers come every now and again with beautiful excuses for failing to deliver the goods, he would have felt compelled in the course of time to get rid of them and try to find men who would not be delivering excuses instead of delivering the goods.

"The horse in many a business wagon has slipped and fallen during the last eighteen months. A good many business drivers have proved themselves less resourceful than were those $25-a-week workmen. Not a few men handling business reins have simply sat and contemplated the collapse of their horse and waited for him to make up his mind to get up of his own accord. They have resigned themselves to misfortune instead of doing hard thinking and hard work to overcome the misfortune.

"They have not said to themselves, as Napoleon once said, 'Circumstances! I make circumstances.'

"Is it not true, too, that an unconscionable number of Ethelberts were developed among employes during the days of more jobs than workers to fill them? A great many of those who find themselves out of work today had the same attitude toward their jobs and their concerns as Ethelbert expressed. Why should they worry about how things were going? They didn't own the business.

"Having refused to become interested in the welfare of the business when they had the chance, they find no employer interested in their welfare."

THE YOUNG MAN

Elsewhere we publish an article quoting Mr. Charles H. Markham, president of the Illinois Central System. The subject matter deals with the opportunities offered the young men of this generation, and the advice comes from a man who started at the bottom round of the ladder and has worked himself on up to the head of the greatest railway system in the South and among the greatest now operating anywhere. Mr. Markham dissipates the idea that the railroad of this day fails to attract young manhood, whose alluring fancies are wont to seek more glittering vocations. Modern railroading, such as the Illinois Central is now able to give the public, has all the environments that go to make the business an inviting one. Ambitious young men are quickly recognized, and promotions come much sooner than anticipated.

Mr. Markham refers in his article to the fact that, among the leading officials of his company, 85 of the number are men less than 30 years of age; 122 positions are held by men between 30 and 35; 213 by men between 35 and 40. This is ample proof of the opportunities offered the young fellows by

a great railway system. It clearly refutes the statement that railroading is losing its attractiveness.

The gradual rise of Charles H. Markham is proof sufficient that a man of intelligence, perseverance and ambition can overcome many of the obstacles that most men do not care to confront. Mr. Markham, we believe, at one time during his career, served as water boy and section man, subsequently holding many of the positions known in railroading, until the time arrived for him to be placed at the head of the great system he now serves. What he says on the subject of opportunities is said from experience, gained by years of arduous toil. His example stands out as one of the most conspicuous of what the young man may accomplish in railroading.—Hammond (La.) *Vindicator,* October 7.

FOR LOWER FREIGHT RATES

The railroads are common carriers—but of passengers and freight; not of the country's economic troubles. This, you may say, is obvious. It once was, but has apparently ceased to be so. The railroads themselves have encountered occasion for reminding the country of the fact.

Certain eloquent advocates from the West appeared before the Interstate Commerce Commission the other day with a plea that it take 25 per cent off the hay and grain rates. They said such action would be the salvation of the farmers. Without conceding that it would, but on the contrary contending that it would profit the farmers only from $8 to $56 per capita, assuming that they were allowed to mobilize the reduction in the freight charges, the railroads asked those eloquent appellants what it would do to the railroads to take 25 per cent off the hay and grain rates. Apparently they were not prepared to answer that question. The likelihood is it hadn't occurred to them. Certainly it doesn't appear conspicuously in the outgivings of those who are demanding a steep and wholesale reduction in freight rates. They give us glowing prophecies of the revivifying effect which a reduction would have on this, that or the other industry. They have no eye to see, or at least no tongue to tell what the eye may see would be the effect on the railway industry. They tell us, to be sure, that lower rates would make more traffic. But they neither attempt to prove it nor to show that with the lowered rates more traffic would be financially desirable to the railroads.

The fact seems to be that, in their commendable zeal for the industries for which they speak, these appellants for lower rates forget that the railroads have a legal as well as a moral right to earn a reasonable return on their investments. They seem to think it enough to convince the Interstate Commerce Commission that the reductions they ask for would, if made, be beneficial to the country; whereas the only question which that body is allowed to concern itself with is whether, if the reduction asked for were made, the rates would be fair by the test of the right of the railroads to earn a reasonable return on their investments.

Their failure to address themselves to that one pertinent question is the more remarkable—and possibly the more significant—because, if they should prove that lower rates would be more profitable than existing rates, then demonstration would not only put the Interstate Commerce Commission under a legal obligation to make the reduction, but would enlist the railroads as partisans of their plea. There can be no doubt that the railroads want rates put at exactly that level which will make them most productive of net revenue. If, therefore, those who are demanding a reduction of freight rates will first recognize that it is both right and expedient that the railroads make a fair profit from their operations, and then set out to prove that lower rates will be more profitable than existing ones, they will at least be engaged in a rational undertaking; whereas they are engaged in one that is hardly that, so long as they try to prove merely that lower rates will be more profitable for the industries which are their clients. They might prove that and yet fail to establish either a legal or a moral reason why rates should be reduced, or, for that matter, even a ground of policy. For the financial health of the transportation industry is a matter of as much importance to the country as is the financial health of any other industry, with the possible exception of the farming industry.

The case might be otherwise if the railroads were reveling in the accumulated pros-

perity of many years. And it might be otherwise if they were free agents rather than wards of governmental bureaucracies. In the one contemplation, it would be neither unjust nor unwise to require them to forego profits for a season as a means of nurturing into health other industries whose welfare is essential to theirs. And, in the other contemplation, high rates might be offered as evidence of extravagance in management for which they were responsible. But neither contemplation would correspond to the realities. There is probably no other great industry that has been so nearly reduced to bankruptcy as has the railway industry, while, as for extravagance in management, that, if it may justly be charged, is more the fault of government agencies than of the railroads.—Galveston (Texas) *News*, September 6.

Taking Friction Out of the Organization

By J. O. COOPER,
Conductor, Palestine, Ill.

It is a fundamental truth of mechanics that the useful work of a machine cannot exceed the energy with which it is supplied. When there is friction within the machine a certain amount of energy is lost. Friction may be carried to such a point that the machine breaks down, or friction may be so minimized that the machine's efficiency will approach that ideal state of perfection spoken of as unity.

No device invented by man has ever reached 100 per cent efficiency, yet 100 per cent is the goal for which the true mechanical genius always strives. Little by little he eliminates the points of friction, establishing harmony, congeniality and happiness, so to speak, to improve the individual efficiency of each part and obtain its co-operation with the various other parts.

A great railway system is a machine in the world's truest sense. The parts of this machine are employes, which includes every person in the pay of the company.

If the railway system is to meet success 100 per cent efficiency must be striven for. Each human part of the machine must be made to fit into its place as nearly perfectly as possible. The fitting of these parts is charged to a large army of mechanical geniuses, namely the officials of the road and all persons, high and low, supervising the work of others. To make these parts fit, harmony and congeniality are imperative. It is up to the supervising genius to establish harmony and congeniality.

How may this be accomplished? Well, certainly not by driving your man or "riding" him or making him dislike his work. Some of these numerous overseers labor under the delusion that they must make themselves feared in order to prove their own efficiency. Others stalk demerits as the buzzard hunts carrion, apparently believing this to be the right road to proof of personal efficiency.

Now, there are times when demerits should fall and there are times when reprimand is quite necessary. But it is not at all necessary that demerit hunting be made an exclusive specialty. The "big" men of the system are all too big for this petty indulgence. It belongs entirely to that class commonly characterized as "small potatoes."

Far better it is to specialize in more gentle processes. If you are a supervising genius one big duty is to make your man like his work, and you cannot make him like his work by "riding" him incessantly.

Often you can make a good man out of a poor one by being his real, sympathetic friend.

You can help your man measurably in his struggles by liberal bestowal of encouragement.

Always remember that your own ratio of efficiency largely depends on what you make of those working under you, on how well you make the parts fit their respective places in the machine, on how well you establish harmony, congeniality and happiness in your department. Superior executive work it certainly is to convert a force of blunderers into a force of competent workers.

It is easy to prove your personal efficiency if your heart is as big as your ability. The inferior may thank you for a sip from the cup of human kindness, but you owe him equal thanks for the privilege of serving him. His reaction, in more earnest effort because you have made him like you and like his job, is the very thing that contributes to recognition of you as a leader and an executive worthy of advancement.

Evolution

THE caravan. Hurrah! Haste to the gates and cheer.
Slow-footed camels from afar with welcome loads draw near.

The coach and four. Hurrah! How great the horses' power!
With pride the people watch it fly so fast—eight miles an hour.

The railway train. Oh dear! So slow! What makes it wait?
We've traveled scarce a thousand miles, and fifty seconds late! —SELECTED.

Some Printer

"May I print a kiss on your lips?" I asked,
And she nodded her sweet permission,
So we went to press, and rather guess
We printed a full edition.
"But one edition is hardly enough,"
She said with a charming pout,
So again in the press the form was placed,
And we got some "extras" out.
—Bessemer *Headlight.*

Nothing Like It

Recipe: Take one reckless, natural-born fool. Two or three big drinks of white mule. A fast high-powered motor car. Soak the fool well in the liquor, place in the car and let him go. After due time, remove fool from the wreckage, place same in black, satin-lined box, and garnish with flowers. Serve cold.—C. D. C.

The Cheerful Mind

Why should a fellow want any kind of mind but a cheerful one? It's the best kind of mind to live with personally; sick or well, rich or poor, it's the only kind of mind that will give you contentment. It's the best kind of mind to live with in business. It disarms the fellow who would envy you, and puts you beyond the necessity of envying others. It's the best kind of mind to live with socially. It opens every door to you, makes everybody glad to know you and offers you every opportunity in the world for personal advancement. The smile or frown which you see on the face of the world is the reflection of your own.—SELECTED.

Probably Hops a Ride, Too

C. E. F. of the general freight department slips us this from the *Chicago Evening Post:*

My dog
Gets lots of exercise.
He goes for a tramp
Every day.

Bill's Bull-etin

One born every minute—two to take him—landlord and grocer.

—

Landlord soaks him with rent. Roof leaks and soaks him with rain. Wife gets mad and soaks him with iron.

—

Pay good prices for poor food. Grocer calls it pure food. What you call it won't print. Will burn paper.

—

Shoes are down—down at the heels. Ladies' stockings are down—rolled, not in price.

—

Women's clothes are reduced—almost to nothing. If price of sister's dress was in proportion to its yardage, soda money would buy wardrobe.

—

Two can live as cheaply as one; they can—live cheaply. Man gets married to avoid income tax. Gets fooled—marriage taxes income.

—

Wife wants new evening gown; hubby needs new shoes. They compromise; wife gets gown.

—

Life is game of put and take. Put money in bank and cashier takes it for a ride to

Mexico. I'll put down pencil and take the air.—W. L. M.

Some Wintry Wit

Why is Lake Michigan so cold? Because, suggests G. M., it runs so close to the "I. C." Railroad.

Eat Apple Pie and Think of Eve

A poster displayed during "No Fire—No Accident" week, Chicago, read as follows: "Don't scatter matches; remember the fire!" To which a joker added: "Don't spit; remember the flood!"

Our Monthly Motto

Spell your "Can't" without a "t,"
And you will work successfully.

Happy Thought

Lay aside the B. V. D.'s,
Get out the winter U's.
But—when there's lots of work to do
Put on your P. D. Q.'s.—L. B. R.

Borrowed

An assistant quotes the *Chicago Evening Post* to us as follows:

"Don't run your legs off after a woman; you'll need them to kick yourself."

"Many a bride opening the fruit she canned this summer will get an awful jar."

"With Guatemala's new porcelain money it will be easy to break a dollar."

Problem of Conduct

"1—Resolved by this Council, That we build a new jail.

"2—Resolved, That the new jail be built out of the materials of the old jail.

"3—Resolved, That the old jail be used until the new jail is finished."

The Philosophy of Baldness

One by one the hairs are graying;
One by one they blanch and fall;
Never stopping, never staying—
W. t. h. and d. i. all.

A Prophet Without Honor

Reminiscent of the stories of "'way back when" that the recent semi-centennial celebration of the great Chicago fire brought forth, we have the following account of the opening of the Illinois and Michigan canal, July 4, 1836. It has to do with Chief Justice Theophilus W. Smith.

Several barrels of whisky had been opened (barrels, think of that!), and when the justice got up on one of the empties to deliver his Fourth of July speech he began to play the prophet.

"In ten years," he declared, "there will be 10,000 people in Chicago."

That sounded mighty big to the crowd, but the justice went on: "Yes, in fifty years there will be 50,000 people, and in 100 years there will be 100,000 people—"

Then the deputy sheriff pulled the justice off the barrel by the leg; his friends began to fan his face, and someone rushed to get water. "Poor feller; pity he drinks. What'll we tell his wife?" they were saying.

But the justice yelled: "Lemme up! I want to finish my speech!"

To which an old Irishman replied: "Arrah, your honor, if we had let ye go on ye wud have made it a million."

What the electrician's wife greets him with, as quoted, with variations, from an exchange: "Watt, is that you, John? Ohm at last? Wire you insulate?"

The fact that business is slow should not worry our friend, the undertaker—as far back as he can remember, his business has always been dead.

"How would you like to sign up with me for a life game?" was the way a baseball fan proposed.

"I'm agreeable," replied the girl. "Where's your diamond?"—Indianapolis (Ind.) *Star*.

The "column" editor is generally known as a column *conductor*, on most newspapers. We have freight conductors and passenger conductors on this railroad. This new conductor's job is probably more along the line of passenger work—collecting the pasteboards and punching holes in things in general—although it has a freight aspect when it comes to picking up the empties. Luckily, we are never bothered with deadheads.

"All out! Far's we go!"

Points on Handling Heavy Tonnage Train

Memphis Division Conductor Outlines Suggestions for Gaining 100 Per Cent Efficiency

By L. C. GAERIG,
Conductor, Memphis Division

From an operating viewpoint the movement of the heavy freight train, 3,000 tons or greater, is a question of paramount importance. Upon the proper and advantageous movement of heavy dead freight trains depends in a great measure the success, stability and future volume of business of any great competitive trunk line whether it is an originating revenue system or a connecting link in some large traffic groups of railroads handling trans-continental traffic.

Prosperity of employe is co-existent with and dependent on the profitable and expeditious movement of freight. Several factors enter into the attainment of success in dependable and consistent operation of the main revenue producer, namely "the heavy drag," as it is currently designated in railway circles.

Manifest freight service and passenger service are operated on a close margin of profit; as a rule the percentage of loss from various causes is greater in manifest movement than in dead freight operation. Upon the conductor of the heavy freight train devolves the major portion of the responsibility for its successful movement after the train leaves the terminal.

Where the Conductor Figures

There are several features that make for 100 per cent or maximum efficiency, and over these features the conductor exercises control—if he fails, the desired standard is not attained. Personal efficiency on the part of the conductor is essential to successful operation of his train. If the conductor understands the work he is always in a position to show his crew how to do it and can more easily detect any tendency toward artful loafing on the job. If he is unusually efficient and capable his crew usually emulates his example and strives harder to please. It is an ill omen when one of the brakemen even thinks he is more competent than the conductor. The most efficient brakemen generally work for the most efficient conductors and when promoted are the future capable men on the division. Know thy business and have it well done are two good axioms in the philosophy and practice of good railway workmanship.

Executive ability, referred to, is also a prime factor in handling men in heavy train service and in no phase of industrialism is this one quality so essential to success. The right man in the right place at the right time is a cardinal principle in the attainment of railway success. Any man can follow, but the real conductor is the cheer leader of his crew. The crew never loses heart if the old man of ability is on the job—his ability and leadership are manifested in the good results attained.

Initiative Is Important

Initiative is a virtue that is the fruit of intense earnestness, a quality of the mind that differentiates the "artist" in his line from the ordinary run of men. The man who does not lose his mental equilibrium in the moment of danger, who in the midst of the unexpected development of circumstances does the right thing at the right time, not as a matter of display but in the line of conscientious duty, is an employe of sterling worth.

There are many in railway service who follow blind habit and when the emergency arises they are paralyzed into inactivity and the worst always occurs. "Nobody home."

Co-operation, not only as a beautiful theory but in reality a live issue with the conductor and made a daily part of your work, often makes possible a successful trip where others who cannot co-operate or secure co-operation would fail. Remember your crew cannot read minds. Genuine co-operation in all branches of service is the ideal desired by a live, efficient railroad. When the men on the crew are convinced that the conductor means everybody "hit the ball" every trip, they either become a crew of live energetic workmen or they work on a crew with an indifferent pilot in

charge, and if they do not lose out they keep the grievance committee and the officers busy explaining "how it happened."

The correct co-operative attitude on the part of the train crew exerts a powerful influence on the work of your engine crew; so don't let the engine crew pull the train and drag you over the division; remember it takes the co-operation of every man on the crew to accomplish a successful trip. Practical co-operation, discussion with your engine and train crew of work to be performed, causes every one of them to feel a personal interest in the accomplishment of your aims. It makes for intelligent, efficient operation and the old saw "I didn't know" becames a stone age relic.

Be Ready on Time

When called for duty see that your crew is on hand, caboose equipped and ascertain the location of your train. Railroads are selling service and you are a salesman of service. Upon the faithful performance of your duties depends the present and future business of the road. If you fail in your portion of the work, business will soon desert the line and you can undo the work of the most efficient corps of solicitors and deplete the revenues of the company.

You should be selfishly interested in pleasing the patrons of the company, for a dissatisfied customer not only withdraws his patronage but usually becomes a knocker instead of a booster. Do your part at all times in your sphere and you accomplish your assignment. When your train is made up look it over yourself. The car men are paid to do it but you may prevent a claim, a wreck or a serious delay by detecting a bulging door, a fire risk in cotton or hay loading and you may find high and low draw bars a source of damage and delay that the car men didn't see.

The terminal should furnish your train to you 100 per cent—see that it does it. The company pays for and expects the delivery of the train O. K. for movement. You will assist in reducing the bad orders set out on the line between terminals and often prevent loss of valuable loading, a source of heavy claims to a company that paid out over four million dollars last year in claims and most of it caused by someone's inefficiency. Especially check the condition of doors and open loading on the opposing double track side; your first stop may be too late to prevent damage to property and maybe death to the innocent caused by side swiping of trains on opposing main track.

Having secured your bills, carefully checking them against train book or train sheet, and securing your orders and check of register, be sure to inform engineman as to number of loads and empties, tonnage, and whether you have any short loads to deliver. This information makes for intelligent handling of a train. If you have a cut of high speed braking empty refrigerators on rear of your train, inform your engineman; then he can move intelligently, apply the air brakes often, saving draw bars and broken knuckles and consequent serious delays.

When your drag pulls out of the yard listen carefully as the cars pull by, bleeding off any brakes that have not released. Remember a 100 per cent car rolling has a music all its own and a defective car has a discordant note awaiting the trained and alert ear. Look and listen. When cars are loaded to maximum capacity the trucks need special attention, being the weak point in carrying the maximum loading. At your first stop give the train a thorough inspection, for most of the hot boxes are detectable in fifteen or twenty miles, usually the distance of the first run to a tank.

Handling Hot Boxes

Don't set out a car that is hot on suspicion; use good judgment, examine the brass closely, also the journal. In many instances you can repack box and often eliminate the cause of the hot box by removing the grit or cinders that a careless employe allowed to get into the box because of failure to keep packing hook and paddle clear of dirt.

A car set out for defects that can be remedied is a dead loss in days of car movement and a consequent loss of available revenue producing cars.

Study the action of steel under heat—cool journal with water and oil; never dash cold water against red hot metal, for if you do you weaken the steel structure of the journal, producing crystallization and a future potential wreck.

Impress upon your crew the importance of delivering a 100 per cent tonnage train to the opposite terminal. It means money to the company and more business for the line.

If you set out cars for defects mark cars plainly; also indorse defects on waybill and notify the dispatcher. It will assist in moving the car—an idle load means loss of time and money that benefits no one.

Watch your train line closely, eliminating the leaks, thereby having draw bars and preventing air pump from burning up.

A leaky train line on a drag is a menace and burns up expensive fuel, that one item alone being an expensive and useless waste of energy and money. A coal saving campaign is valueless unless you assist the engineman in saving coal. Do your part. Watch your air gauge closely on your caboose. It is no ornament. Its close and frequent inspection reveals the pressure of the proper air braking power—a most useful and absolute essential in heavy train operation.

Coupling Should Be Easy

Coupling crossings or doing switching with long cuts of cars, place your men to advantage, using the easy signal before coupling, bringing cut down to a slow, safe speed, almost a stop, before contact is made.

Many crews make a heavy couple that raises the dust out of the cars, jars the rear end of train with its impact and because the draw bar doesn't fall out the movement is O. K. The damage to the loading doesn't manifest itself there, but the company pays the claim for internal damage to loading, and no division terminal acknowledges the rough handling.

The really interested conductor and crew will watch this feature closely and help reduce this useless expense and source of many claims.

Co-operate with the train dispatcher by giving him accurate information, for he is no mind reader. Be on the level; if it takes thirty minutes to do a piece of work, don't say, "Will be ready in five minutes." In single track operation this one feature alone costs delays to other trains that are expensive, and in this day of competitive railroading it costs loss of business.

Work at all times in accordance with the rules—protect your train, see that it is done; you may save a disastrous wreck. "There is nothing close behind us" has cost millions in property loss and many lives. Insist on close inspection at all stops; your crew will do it, if you are firm and in earnest about it. Don't be a martinet on duty, but don't stand for any slackers on your crew.

The man who is indifferent or careless is a menace on a railroad, a square peg trying to fit in a round hole. Eliminate him if you are not able to change his style of work.

Practice safety first 365 days in the year; don't get interested during a drive and then lapse into a state of careless passivity the rest of the year.

Do not set a bad example by indulging in dangerous practices yourself, and when you see members of your crew violating safety first requirements caution them; if you can't correct their attitude, let the trainmen do it before the funeral occurs.

When your train is stopped in an unusual place by a train ahead of you and your flagman is out protecting, go ahead along your train, give it a close inspection and take your headman with you. Give the crew ahead your hearty co-operation and assistance.

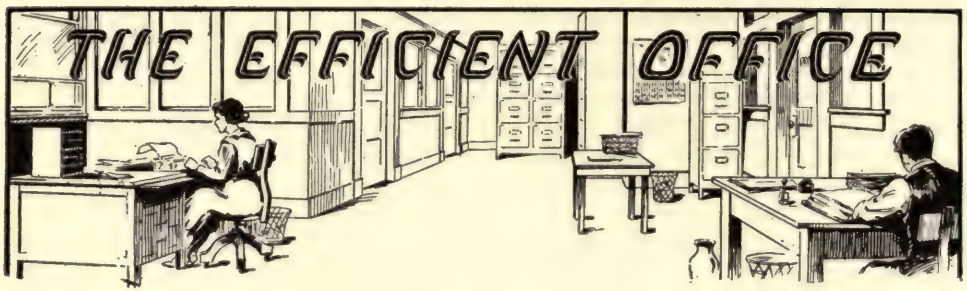
A Chance for Co-operation

When the other crew has a derailment or draw bar out the assistance of your crew opens the line more quickly, and to use the words of a popular cartoon the other follow may well say, "Ain't it a grand and glorious feeling" to see the co-operative spirit assert itself.

An intent mind coupled with true efficiency, a determination to deliver the goods and the conscientious performance of your many duties will show you to be an artist at your business—a valuable man in your line.

In case you make mistakes, and we are all human, as one beloved general manager once stated, "Your good service is a bank account on which you may draw in times of trouble." Due diligence, courtesy to patrons and due care in all your work are characteristic of an A1 conductor. Do the little things well and the big task, the ideal 100 per cent, will be accomplished. There is no more vital factor essential to success than to know your business and have it well done when you go over the line.

The A1 conductor is truly an artist in his line. Be one and help the company as well as yourself and your organization.



In the Illinois Central Magazine for August (p. 69) editorial mention was made of the suggestion that a department of special interest and helpfulness to office workers be made a part of the magazine. The suggestion came from a chief clerk in Mississippi.

Herewith is presented the initial effort. The chief clerk who made the original suggestion—he insists that his contribution be anonymous—has been of further material assistance in compiling the material used in the department this month.

The department must be self-supporting as regards the material used. If office workers are sufficiently interested to give us the material for it, the department will be continued. If not, it will be laid aside. The editors of the magazine want to be of whatever assistance they can in carrying on such a worthy effort, but the material must come from the men and women who are actually meeting office problems and finding solutions. So the co-operation of every person interested is invited.

Short articles about up-to-date methods in filing, handling correspondence, making reports and the like will be welcome. The uses of expensive machinery are well known, or should be exploited through the advertising columns; but methods by which machines in general use may be made to accomplish more will be welcome. It is a rich field. Doubtless every office on the system has found some worth-while labor-saving practice. The other fellow ought to know about it.

Stationery Cases

A map recently gave us an idea as to indexing a case where our reserve stock of stationery is kept. Use letters for the sections across the top and numbers for the shelves. All forms placed on the first shelf between the partitions called Section "A" would be indexed as "A-1" and so on. It works as well on stationery as it does on maps.

Freight Train Performance Report

We all know what the freight train performance report is. It takes lots of hard work to get it out. One of our men recently visited the Tennessee division and learned that, instead of having it called to a stenographer to copy with a hectograph ribbon, the rough copy is made up in lead pencil, and the stenographer runs it into the typewriter and copies right over the pencil figures. **Fine idea, we think, and saves lots of** time. We are sure the originator won't mind our telling it, for it's good enough to use on any division.

File Numbers

The file numbers are put on letters when written, so that when reply is made reference can be given. This helps the file clerk, who is really a most important man in any organization; yet there are those who don't furnish this assistance, although it would take but a moment and save several in each case.

Payroll Books

We did have trouble and lose time finding roll references in old payroll books, but we finally indexed each book and gave it a number; now we go to the index; then, without hesitation, take up the book we want. Try it, and see how fine it works.

Home Made Forms

We make up a number of forms on the mimeograph machine. Instead of lining them with the typewriter, by use of the line or colon, get a steel ruling pen, tear off the tissue sheet over the wax and draw your lines. It's quicker and makes a neater job.

Address Book

There was a time when we had trouble keeping up with the initials, names and titles of officers of various industries on our line; but, after getting our agents to give us a line on them, advising us from time to time of changes, we have a nice address book, in alphabetical order, both as to names of firms and officers.

Queries

Who knows how to run off forms on the hectograph pan in the summer time without making the lines look "wavey"?

We wonder who has the best system of marking neatly and legibly bound volumes of records, bound with the McBee binder.

We need one. Tell us about it in the magazine—maybe some other fellow is in the same fix.

Filing Periodic Reports

We have recently started a system of having all periodic reports kept on an open ledge at a convenient place in the office. The old method of having each clerk retain in his desk the reports he compiles was unsatisfactory, for it did not make them ready of access and did not provide the means for a ready checking to insure their publication when due. The present plan gives division officers and clerks readier access to all reports, makes the information in the reports of more general value and insures a check on their being kept up to date. Needless to add, it eliminates a lot of work in hunting out and passing the reports back and forth.

The plan applies not only to reports compiled in our office, but to all the regular reports from other offices in which division information is given. Furthermore, the reports are grouped by subjects—reports on engine hours, cars handled, overtime, damage to equipment, passenger train performance, etc.—E. A. AXEN, *Chief Clerk to Terminal Superintendent, Chicago.*

Called on Courtesy in the Nick of Time

"I am enclosing an article of personal experience of courtesy. I hope that it is in such shape that you can see the heart of it. I am not much of a writer and trust if you use the article that you will lend it more style, which you will do, I am sure," writes the author of the following, who signs himself as a station agent on the New Orleans division of the Yazoo & Mississipi Valley. In accordance with his request, some style has been lent, but not enough, it is hoped, to detract from the earnestness and sincerity of his contribution.

One of the most absurd things to be found in this old world is discourtesy. If any man believes that discourtesy has ever helped him on his way through this life, then that man is unfortunately out of balance and doesn't know it.

Courtesy, on the other hand, is just another name for civilization, riveting together all the small and large actions that will some day array this old world in the cloak of peace and good will forever.

Had courtesy been a strange and impractical thing in this world, I would stop right here to shiver in thinking what would have become of me. I have found so much courtesy shown me by other people, most of them perfect strangers, that if it were possible to show it all at once to an old grouch he'd die instantly. It tickles me to find a grouchy person and jerk a courtesy out of him before he knows it's coming—folks, it's plumb fun.

One critic will say of me: "Well, I can't see where courtesy has ever got that dub anywhere; he's just a common ordinary old station agent at a one-horse town."

My answer to this particular line is this: "Brother, it's about the only thing I've got that's even led me to this one-horse town and allowed me to stay in it, paying me to do so all along."

Possibly another critic will figure: "With all that amount of courtesy, that boob certainly ought to get to a place where he could just naturally hand it out in great big gobs."

My answer to this particular critic is: "Brother, the Lord is all wise and will look after my particular brand."

Courtesy is the one practice that causes me to look back over a trail of thirty-five years and see little treasures laid up here and there

I easily recall to mind one foggy morning in November, 1916. I stepped out on our main line track to flag an accommodation train that was supposed to take on passengers from my station if properly flagged. I had sold thirty-six tickets on this particular morning. One man was going to the bedside of a very sick person, and cautioned me time and again not to fail to flag the train. Others were just as anxious to have the train stop. The fact was that that train meant to those thirty-six persons the most important part of their day.

Yet when I went to flag the train the fog was so heavy the engineer did not see me. I had neglected to place the torpedo or display a red light, when I knew it should have been done.

When the train had passed I was confront-

ed by an angry and disappointed crowd. Some who did not know me wanted to fight me, and those who knew me shook their heads and roared. "I'll sue your company," they said; "I'll make it cost them for this day."

For a few minutes I was almost paralyzed, but back came the thought of Old Man Courtesy. I remembered how all along I had dished out courtesy, and I thought, "Now, if there is anything to it, here is the place for it to show up." The baggage truck fortunately was in the center of the turmoil. I climbed up on this timely platform and raised my hand for silence. I had never before made a speech nor had I ever thought of making one, but all I had was about to go down and out—my job and one great principle.

So it was I tremblingly told those people that I had lived among them, fortunately, without inconveniencing them but once. Could they not sacrifice this one disappointment, remembering me and me alone in this calamity, allowing me to keep the sentiment alive that it paid to forgive and forget? I said a great deal more, and I don't remember now what it all was, but when I stepped off that truck I had thirty-five of the sold tickets returned. The thirty-sixth one was in the possession of a minister of the gospel.

Some hours afterward the mayor of the little town brought me this one ticket and said nice words that almost made me feel like being thankful for a foggy morning and thirty-six passengers left behind.

All that our company ever heard of the incident was through a telegram I sent to the superintendent's office, advising him of the trouble, and a later one telling of its happy ending forever.

There are many incidents, both little and big, that creep into my memory as I write this article. They seem to say: "Tell about me; I am important; I made you glad once; tell about me so that I may visit somewhere that I'm needed. I may seem little to you, but I'm courtesy, and must serve to live."

I find it to be a positive fact that one can err in all things of life and regret it, but no one has ever been or will ever be courteous and regret it.

You Are in Business With the Company

By A. L. CHAPIN,
Assistant Electrical Engineer

We often see in the Magazine the statement that Mr. So-and-So has resigned his position to go into business for himself. This statement should read that Mr. So-and-So has dissolved partnership with the Illinois Central to enable him to seek or accept another partner, where he believes the results will be more in his favor.

Every employe of the Illinois Central is as much in business for himself, and on the best-paying basis a person can secure, as if he had purchased an interest in a going proposition, and he has done this without the expenditure of one cent of his personal funds.

The employe puts his brains or muscle in the firm against the cash and good will of the company, the company assuming all the overhead expense, such as rent, insurance, taxes, depreciation and interest.

The employe receives a fixed return on his investment in the shape of salary, while the company takes a chance on getting its in the amount of revenue it receives through the efforts of the employe.

The company also permits the employe to share in the profits by joining the hundreds of employe stockholders who now hold stock in the Illinois Central, who are buying this stock on favorable terms, payable so much each month.

The company also provides an adequate hospital department which gives prompt attention when calls are properly made, and also renders the best of hospital service provided it is necessary for an employe to go to the hospital, there being several of these located at convenient points on the system.

After an employe has served a number of years and has arrived at an age when he wishes to take things easy, or is totally incapacitated for work, the company provides a pension, depending upon the number of years of service and the salary he has earned.

There is no doubt that in prosperous times and with everything progressing smoothly the employe might earn a larger figure at some other business, but when things begin to go hard and money is scarce, the railway company keeps on paying the employe his share while it at times does not earn its own share.

Do Clothes Make the Woman?

Perhaps not; but they give her a tremendous advantage. And you would have thought so, too, had you seen the charming woman whose appearance suggested that question. She stood alone in the elevator as I entered it. My first impression was that here was a well-dressed woman. The simplicity of her dress spoke volumes. Except for the smart stone marten fur which encircled her throat, her costume was black. The gown, almost severe in its simple lines, was of Canton crepe, her hat was a small fall model, and as she stepped out of the elevator I glimpsed neat black stockings and oxfords. She was stunning!

In sharp contrast I thought of a young woman who had sat opposite me in the train that morning. Her flimsy tan dress, sleeves and skirt both abbreviated, was slightly soiled—not really dirty, but just noticeably past the spick-and-span stage; tan stockings were combined with high-heeled slippers which boasted many straps, and a lace hat dipped over her white nose. Now, a lace hat is a thing of beauty—for dress occasions; for business it is an atrocity.

For the hot summer day, light clothes are cooler in appearance and in fact than those of darker shades, but this article does not deal with the dress problem for those days when comfort is our first consideration. For ordinary street and business dress, if we could suppress our hankering for clothes which shout, what an improvement it would be, and how many more of us would be really well-dressed women. Almost every one can wear navy blue, while black, which makes the tall woman statuesque and the stout woman slender, is also the thing these days. Darker colors stand the wear better, look better and require less expense to be kept in order. Light-colored garments must forever be in the cleaning shop.

Every woman wants to look stunning. And by "stunning" I mean well-dressed and stylish. For fall wear, a one-piece dress of some moderately heavy material is almost indispensable. Select a model with simple lines, and don't be penny wise and sacrifice becomingness for a difference of a dollar or two in price. Look upon your expenditure for wardrobe as an investment —something to be thought about carefully and selected with a view to yielding the greatest possible return. And let us not choose lace or malines or other perishable hats for everyday wear. After the first rainstorm they will be a sorry sight.

Thinking and talking clothes all the time is to be deplored, but it is necessary to give a certain amount of thought and attention to this important subject. Try to be a well-dressed woman. This not only will give you poise, but will cause you secretly to exult, for a well-dressed woman is always an attractive one.

A word about the woman who is the moving spirit in the home: I think there was a time, before the use of electric contrivances for housekeeping, when some housewives went about their tasks presenting a disheveled and "Don't I look a fright? but it's wash day" appearance, and with good reason. Nowadays, an untidy working outfit is inexcusable, and I know at least one John who thinks his Mary never looks so sweet as in her dainty blue and white apron dress. To be presentable at all times is to save flurry and embarrassment, and every woman in the business of home making owes herself the duty of appearing as well on the scene of her activities

as does her sister who labors perhaps less strenuously outside the home.

Household Hints for Home Makers

Save empty baking powder cans. Remove the paper from the outside and use them for cooking puddings, as cooky and biscuit cutters, receptacles for twine and corks, or to hold small pieces of soap for use in the wash boiler.

Croutons for soup garnishing: Cut slices of stale buttered bread, from which crusts have been removed, into ½-inch cubes, and brown in oven.

Use worn bath towels as pads for the ironing board.

Always make meat soups with cold water to which salt has been added, and gradually heat to boiling point, but never boil.

Holders for hot pans may be made from the upper part of old stockings or the cuffs of worn shirts. Sew a loop of tape on one corner, and hang them near the stove.

Freshen velvets by steaming from the wrong side. Draw the velvet through the steam from a teakettle. To "pan" velvet, steam it and iron in one direction.

If you like to do patchwork, buy remnants of cretonne. They come in pretty designs, and can be made into attractive quilts.

Every Woman's Duty

Are you tragically fat? If so, and you want to reduce, the following, says an authority, are "forbidden foods": Pork, ham, bacon, and the fat of any meat; bread (except gluten bread), biscuits, cereals; rice, macaroni, potatoes, corn, dried beans, lentils; milk, cream, butter, cheese; olive oil; pies, cakes, pastries, custards; ice cream, candy.

For an excessively oily skin, use hot water and a pure soap with a camel's hair complexion brush. Then apply an astringent. One dram of boracic acid mixed with four ounces of rosewater will be found beneficial. Witch hazel also is an excellent astringent.

Oiliness of the hair necessitates frequent washing, else there will be a disagreeable odor which is the arch enemy of daintiness. Castile soap with a pinch of borax added to the water is a good cleanser.

If your crown of glory is silver white, a few drops of bluing in the last rinsing water will keep it so.

FOR THANKSGIVING

Blue Point Cocktail
Cream of Tomato or Beef Bouillon, Vegetables
Roast Turkey Giblet Dressing, Cranberry Sauce
Mashed Potatoes Baked Sweet Potatoes
Head Lettuce French Dressing (or Tomato Mayonnaise
Suet Pudding or Plum Pudding
Pumpkin Pie or Mince Pie
Fruit Ice Cream Assorted Nuts
Camembert Cheese With Toasted Rye Bread
Coffee

GIBLET DRESSING. Skin giblets and cut off all hard parts. Cut up fine, add ½ cup chopped celery, 1 cup chopped onions, 3 slices bacon or salt pork, diced. Put in frying pan, let simmer until almost done, frying it to a light brown. Season with salt and pepper. Mix ½ small loaf bread, diced, with 2 beaten eggs, and add a little sage. Combine with the first mixture and add water to moisten well. Mix with a spoon but do not mash. Stuff this into turkey and roast.

SUET PUDDING. 1 cup light New Orleans molasses, 2 tablespoons brown sugar, 1 cup chopped suet, 1 cup hot water, 2 eggs, 1 teaspoon baking soda, 2 cups (or a little more) flour, 1 teaspoon salt, 1 small teaspoon cinnamon, nutmeg and vanilla, 1 cup raisins, 1 cup chopped nuts. Steam three hours.

Sauce. Beat to a cream 1½ cups granulated sugar and ½ cup butter, add 1 well-beaten egg and vanilla. Add 4 tablespoons of hot water just before using.

PLUM PUDDING. Sift 3 cups flour with 1½ teaspoons each of salt, nutmeg, cloves, and cinnamon. Add 1 cup each of raisins, citron, currants, and almonds (fruit and nuts chopped fine), and 4 eggs well beaten. Mix 1 cup suet (chopped fine) with 1 cup molasses and a pinch of baking soda dissolved in a little milk. Combine the two mixtures, turn into a buttered mold, and steam 3 hours. Serve with hard sauce.

PUMPKIN PIE. 2 eggs, ½ cup sugar, 1 cup stewed pumpkin, 1½ cups milk, ¼ teaspoon allspice, ¼ teaspoon cloves, ¼ teaspoon ginger. Beat eggs, add to them the sugar, pumpkin, and spices. Beat all

thoroughly and then add milk. Bake in crust of pie paste.

Pie Paste. 3 cups flour, ¾ cup lard, 1 teaspoon salt, cold water.

MINCE MEAT. 2 pounds lean beef, 1 pound suet, 5 pounds apples, 2 pounds raisins, 2 pounds currants, 1 pound sultana raisins, ¾ pound citron, 2 tablespoons each of cinnamon and mace, 1 tablespoon allspice, 1 tablespoon salt, 1 teaspoon ground nutmeg, 2½ pounds brown sugar, 1½ quarts of cider. Boil beef and when cold chop fine. Mince the suet. Peel and chop apples, add raisins, currants, sultana raisins, cinnamon, mace, allspice, nutmeg, salt, and brown sugar. When well mixed, stir in cider. Pack down in stone crock. Mince meat should be prepared several weeks before it is used so that it may ripen.

In making mince pies, have the best pie paste. Line pie plate with this, fill the crust shells with the mince meat and lay strips of pastry latticewise across the top. Bake in moderate oven. The pies may be kept for weeks but must be reheated before serving.

MAYONNAISE. 1 small can condensed milk, 1 level teaspoon each of dry mustard, sugar and salt, ⅛ teaspoon paprika or less. Put this mixture into a bowl and beat slowly into it with an egg whip salad oil until thick as wanted, then beat in 3 tablespoons vinegar. This will make 1½ pints of excellent mayonnaise dressing in about 5 minutes.

(Menu and recipes were contributed by W. H. HUPPELER, *manager, Central Station Restaurant, Chicago.*)

On Making Friends Over the Telephone

By C. A. KEENE,
Trainmaster, Indiana Division

The impression made, either by personal interview or telephone, generally makes a friend or an enemy, especially so if the person making inquiry is seeking information.

The telephone has made it possible for conversations to be held without leaving the home or office; many times persons would rather use the 'phone than go to a railway office, as they feel more like asking questions that way than they would in front of a ticket window or cashier's desk in a freight office. In fact, it is more private, and if the person giving the information is polite and civil, he or she has made a good impression and no doubt added another patron to the list; on the other hand, if replies to questions are gruff and no attempt is made to assist the would-be patron, perhaps he will call our competitor, and our chances to sell that person some transportation are lost, maybe forever.

The familiar "yeah" or "uh-huh" instead of a prompt "yes, sir" makes a decided difference. The manner in which you speak into a transmitter is another important matter—speak distinctly and directly, so that the receiver will be able to understand every word; otherwise the person at the other end will not get all that you say, which will irritate him, and you will be condemned along with the telephone.

Let's make friends instead of enemies. Friends make patrons; enemies drive would-be patrons away. Hold patrons by courteous treatment and good service.

TWO LETTERS GONE

Strange, isn't it, what a difference a letter or two can make? A printer somewhere out in the Rocky Mountain district gave real individuality to a circular announcing the beginning of a newspaper by merely eliminating all use of two letters.

"We began the publication of the Roccay Mountain Cyclone with a phew diphphiculties in the way. The typephounders phrom whom we bought our output phor this printing ophphice phailed to supply us with any ephs or cays, and it will be phour or phive weeques bephore we can get any. The mistaque was not phound out till a day or two ago. We have ordered the missing letters, and we will have to get along without them till they come. We don't lique the loox ov this variety ov spelling any better than our readers, but mistaix will happen in the best ov phamilies, and iph the ph's and c's and x's and q's hold out we shall ceep (sound the c hard) the Cyclone whirling aphter a phashion till the sorts arrive. It is no joque to us—it is a serious aphphair."

Illinois Central Loses Its Band Director

Burnside Organization Made Leaderless by Death of George F. Fraser at the Age of 82

THE Illinois Central lost a faithful and valued employe and the Illinois Central Railroad Union Band and Orchestra of Chicago lost its organizer and director when George F. Fraser died September 29 at the age of 82. Mr. Fraser, who was a world traveler and a band leader of long experience, became identified with the Illinois Central in 1892, and four years later organized and became director of what is still said to be the only railway band and orchestra in Cook County. Up until the time of his death he held a position as price clerk in Burnside Shops, working among the men whose musical efforts he directed.

Mr. Fraser is survived by his wife, two brothers in Australia, three sons, one daughter, four grandchildren and two great grandchildren. Burial was in Oakwoods cemetery, Chicago.

Mr. Fraser was born in Venice, Scotland, September 6, 1839. That he inherited the traditional sturdiness of the Scotch people is proved by the fact that he succeeded in avoiding retirement at 70 and was active in his work when more than 80 years old. One of his prized possessions was a letter written to him in 1911 by C. F. Parker, vice-president in charge of the purchasing and supply department, announcing that his retirement order has been modified.

Too Active for Pension at 70

"In consideration of this case, which, by the way, is the first one on record that I know of, we were prompted by what seemed to us common justice toward you," wrote Mr. Parker. "Ordinarily, when one reaches 70 years of age, he has not the good sound mental and physical condition with which you are blessed. In your case the retirement on the pension rule at this time would have worked a hardship.

"A clear statement of the conditions brought a modification by the Executive Committee of our Board in New York, where it is necessary for this to go, and they were, no doubt, largely governed by the good record of service that you have with this company. It was very gratifying to me, I assure you, to learn that they recognized the justice of making an exception in your case.

"I hope and trust that you may continue to enjoy your vigorous good health for many years to come."

G. F. Fraser

With British Army

At the age of 17 Mr. Fraser left Scotland for London to study music. Later he served for several years as a band sergeant in the British army, seeing service in various parts of the world, winning numerous medals, and distinguishing himself as a survivor of the massacre in India. His experience in this band work made him so proficient that it was said he could play practically any instrument except the piano.

In 1869 Mr. Fraser came to America to make his home. His first location was in Quebec, Canada. In 1870 he went to Roanoke, Va., to take up clerical work with the Norfolk & Western Railroad. While there he organized and directed his first railway band, composed of employes in the machine shops at Roanoke.

His second railway employment was with the Grand Trunk Railroad at Montreal, Canada. There he organized the Grand Trunk band.

In 1892 he entered the employ of the Illinois Central at the Twenty-seventh Street Shops, Chicago. When Burnside Shops were opened, Mr. Fraser was one of the

first employes transferred there. In 1896 came the organization of the present Illinois Central band, which he directed for twenty-five years.

Led a Successful Band

The band was his greatest hobby. Its first engagement was heading the railway men at Canton, Ohio, during the first campaign of President McKinley. Since then it has had a prominent part in most of the public celebrations in and around Chicago. The band was selected to head the railway division of 7,000 men in the preparedness parade of June 3, 1916, said to have been one of the biggest parades ever held in Chicago. For the last five years it has played at the Illinois State Fair, at automobile and horse shows, and at entertainments during the war when troops arrived in or left Chicago.

Mr. Fraser spent more than fifty years in railway work, including almost thirty years with the Illinois Central. He was a high degree Mason, and had served as president of the American International Musical and Theatrical Union of New York City and vice-president of the American Federation of Musicians.

Among the prized possessions of Mr. Fraser's long and honored career, he numbered seven medals of gold, silver and bronze. A gold medal was presented to him September 24, 1912, by members of the band for long and faithful service. One silver medal was for the defense of Lucknow, in India, in 1857-58; another was presented by Queen Victoria for "distinguished conduct in the field"; a third was from the Naval Brigade, Newcastle, N. S. W.; a fourth was from the V. A. Band, Newcastle, N. S. W.; a fifth was from New Zealand. The bronze medal was given by the Illinois Central for faithful service, a souvenir commemorating the company's fiftieth anniversary in 1901.

A BAND THAT HAS LOST ITS LEADER

The Illinois Central Band in 1916. *Director Fraser is in the center, with the white uniform. Seated at the left, not in uniform, is H. C. Eich, former master mechanic, now superintendent of motive power for the Chicago Great Western at Oelwein, Iowa; next to him is W. A. Summerhays, now purchasing agent, at that time general storekeeper; at the extreme right is the late W. H. Quirk, at that time chief smoke inspector.*

Office Men Set 'em Up, Knock 'em Down

General Office and 63d Street Bowling Leagues Wreak Havoc Among Pins in Chicago Alleys

THE Illinois Central General Office Bowling League, which was rounded into an organization September 30 and is to continue for a season of twenty-two weeks, is being led by the team from the office of the engineer, maintenance of way. This is according to the standing of the teams taken October 21. The highest individual average at that time was held by L. Bernbach.

The purpose of this organization is to encourage and foster among its members the spirit of good fellowship, thereby maintaining and increasing interest in the bowling game, and to create and establish a better understanding and closer relationship among the employes of the company.

The officers of the league are: President, Dr. G. G. Dowdall; secretary, O. M. Ziebell; and treasurer, W. E. DuBois.

The twelve teams and their captains are as follows: (1) Officers, J. J. Bennett; (2) Vice-President and General Manager, J. Ullrich; (3) Vice-President, Accounting, E. J. O'Connor; (4) Vice-President, Purchasing, W. E. Kline; (5) Engineer, Maintenance of Way, W. S. Camp; (6) Auditor, Miscellaneous Accounts, R. E. Krubeck; (7) Auditor, Disbursement, A. T. Krupka; (8) General Freight, W. C. Kaylor; (9) Engineer, Bridges and Buildings, L. A. Stone; (10) General Superintendent, Transportation, C. M. Knodell; (11) Chicago Terminal Improvement, M. Block; (12) Land and Tax Department, W. P. Enright.

The rules of the league are in part as follows:

Each team is limited to ten members, who must be employed in the general offices of the Illinois Central at Twelfth street or city office, and must be employed in the office represented by the team. The officers' team is excepted. Application for teams to secure bowlers outside of their departments must be filed with the secretary of the league two weeks before scheduled game in which such bowler or bowlers intend to participate, and written permission must be secured from the executive committee before such bowler or bowlers will be permitted to bowl. This rule will be strictly enforced and any team violating same will be penalized by having such member's score thrown out and a score of 135 substituted therefor.

The names of the members of each team are filed with the secretary for official record.

Teams are not allowed to have over two absentees. Substitutes for absentees may be used, and the team will be allowed not to exceed a score of 135 for the regular member whose place is filled by a substitute.

In case of a tie game, one frame will be bowled, each member of the two teams to complete their frame before the following frame is bowled, the team having the highest score for this frame will be the winner of the tie game.

No postponed games will be allowed or recognized unless agreed to by the captains of the teams interested, and such recognized postponed games must be rolled within one month from date of postponement. The final game cannot be postponed.

The entry fee will be $10 per team. This amount is credited to the prize fund. The captains must deliver into the hands of the treasurer the entry fees for their teams one week before starting the season.

A charge of 75 cents per man per series is made. Of this 55 cents is paid for the use of the alleys, and 20 cents is credited to the prize fund.

Captains see that a complete record of contesting games is submitted to the secretary immediately after each contest. It is optional with the team to fill out detail score book. However, total of each individual game and grand total of all games must be shown.

A bowler must have rolled forty-four of the scheduled games, and the last series to be eligible to individual prize money.

A team that fails to finish is disqualified as a team for any prize money.

The standing of the teams and the leading individual averages on October 21 were:

	Team.	Won.	Lost.	Pct.	Aver. Pins Per Game.	High Game.	High Series.
1.	Engineer, Maintenance of Way	10	2	.833	801	940	2,535
2.	General Supt. Transportation	10	2	.833	735	813	2,320
3.	Land and Tax	9	3	.750	803	909	2,588
4.	Audr. of Miscellaneous Accounts	9	3	.750	744	802	2,295
5.	Vice-President, Accounting	8	4	.667	760	815	2,300
6.	General Freight	6	6	.500	700	796	2,257
7.	Auditor of Disbursements	6	6	.500	700	782	2,189
8.	Chicago Terminal Improvement	6	6	.500	692	784	2,227
9.	Engineer, Bridges and Buildings	6	6	.500	679	776	2,182
10.	Vice-President and General Manager	2	10	.167	617	713	1,995
11.	Vice-President, Purchasing	....	12	.000	624	757	2,147
12.	Officers	....	12	.000	576	656	1,878

High Individual Average

1.	L. Bernbach	188
2.	W. P. Enright	182
3.	C. M. Knodell	174
4.	S. Cote	171
5.	C. J. Riley	168
6.	A. A. Koch	167
7.	R. E. Krubeck	165
8.	A. Rolff	165
9.	M. Block	163
10.	P. J. Ryan	163
11.	B. Breitzke	163
12.	F. A. Stone	162
13.	W. J. Larsen	161
14.	E. K. Collier	160
15.	J. C. Kitley	160
16.	H. A. Rozene	159
17.	J. E. Welch	157
18.	— Giblin	157
19.	J. Ullrich	156
20.	F. B. Brown	156

High Individual Game

L. Bernbach 251

High Individual Series

L. Bernbach 597

The Sixty-third Street office of the Illinois Central also has a bowling league.

The following is the standing of the teams and the ten high bowlers for the week ending October 19:

Team.	Won.	Lost.	Pct.	Average.
Seminole Limited (Heimsath)	7	2	.778	866
Diamond Special (McKenna)	7	2	.778	821
New Orleans Special (Pierce)	6	3	.667	857
Panama Limited (Calloway)	6	3	.667	780
Freeport Peddler (Henderson)	4	5	.444	729
Daylight Special (Goodell)	3	6	.333	805
New Orleans Limited (Price)	3	6	.333	726
Gilman Local (Breed)	0	9	.000	639

Individual Scores

Individual.	Games.	Pins.	Average.
Olson	3	581	193 2/3
Hengles	9	1,708	189 7/9
Beusse	6	1,128	188
Pierce	9	1,675	186 1/9
Heimsath	9	1,642	182 3/9
Does	9	1,618	179 7/9
Smith	9	1,601	177 8/9
Haves	9	1,570	174 4/9
Merriman	6	1,047	174 3/6
McKenna	9	1,555	172 7/9

High Team Series—New Orleans Spl.....2,627
High Team Game—Seminole..... 928
High Individual Series—Hengles..... 607
High Individual Game—Beusse..... 245

Has Remarkably Fine "on Time" Record

Two letters are given here which are self-explanatory. W. Atwill, superintendent of the St. Louis division, wrote to G. E. Patterson, acting general superintendent of the Northern Lines, on October 3, as follows:

"I am advised that Engineer H. H. Banks, in making his trip on Train No. 24, September 28, completed the month for him on that run, and that he has made every trip into Centralia on that run on time since the twenty-second of last January, or nine straight months on time, not even one minute late. Some of the arrivals have, of course, been close.

"Also, there are four connections to make on that run, two at Carbondale and two at Du Quoin, and none of these connections was ever missed; neither did he have an engine failure.

"I have written Engineer Banks, expressing my appreciation for such a record."

A. E. Clift, general manager, wrote to Mr. Patterson on October 10 as follows:

"Referring to Superintendent Atwill's letter dated October 3, received with your notation October 5, relative to St. Louis division Engineer H. H. Banks' 'on time' record with Train No. 24 between Cairo and Centralia from January 22 to September 28.

"Please express to Engineer Banks, through Superintendent Atwill, my personal appreciation of this splendid performance, which is another demonstration of the loyal spirit of co-operation and individual interest in maintaining the Illinois Central standard of service so characteristic of our employes, and of which the management is thoroughly appreciative."

No Hunting!

By HORACE

Short Story Complete in This Issue

AMERICANS are great outdoor sports —I mean, as regards the universally popular open-air pastimes of hunting and fishing. Almost the entire male population and a considerable portion of the gentler sisterhood fire up into instant enthusiasm at the bare mention of the subject. Hunting —or fishing, as the case may be— is a topic that warrants anybody, at any time or place, to approach a perfect stranger and engage him in intimate and confidential conversation. You may be assured that whatever advances you make will not be received with cold suspicion or reserve. Indeed, you may be prepared for the contrary. Americans readily respond to the most casual comments or questions concerning their hunting and fishing experiences with effusive and often highly colored recitals of adventures. Their efforts in this regard are occasionally so remarkable as to test the listener's credulity. But the tone and mien of the *raconteur* is never that of one who jests. He seems very much in earnest. He waxes eloquent—

I've a number of friends who like to talk about hunting and fishing. Dick Diebold, who works in our office, is one of these, and Old Man Billings, who lives cat-a-cornered across the street from my boarding-house, is another. Dick Diebold is a self-confessed specialist as a slayer of wild waterfowl. Wild geese, brant, swans, cranes, gulls, snipe, ducks—especially ducks. Mallard, teal, canvasback, redhead, greenhead, butterball, spoonbill, graybill, pintail, fantail— he rattles off their names with a glibness that takes your breath away.

It would stimulate and inspire you to hear him describe the large bags of game he brings in. He tells it in a way to make one's pulses leap. Tales of bleak and stormy wind-swept moors and sedgy marshes gray under a leaden November sky where, amid a driving mist or the swirl of snowflakes, one squats in blind or duck-boat banging away as fast as he can jiggle the jiggers on his pump-gun—only pausing at intervals to reload—while around him like falling leaves rain the toothsome trophies of his prowess.

I saw Diebold getting off the train one day coming back from one of his hunting expeditions. He was dressed in a flapped

Banging away as fast as he can jiggle the jiggers on his pump-gun—only pausing at intervals to reload—while around him like falling leaves rain the toothsome trophies of his prowess.

shooting-cap, yellow shooting-coat and trousers, and he carried wading boots and a gun-case. All the game I saw consisted of a dank-looking, dark-plumaged bird with a white bill which I later described to Old Man Billings, who called it a "coot" or "mudhen." He said epicures of the more discriminating type generally repudiated mudhens entirely. Diebold hinted that it had been an off day on the moors and marshes—and ran to catch his trolley car.

But next day I heard him expanding to somebody about what a day he'd had; he said the whole sky was obscured with the flight of mallards, and he'd been forced to stop several times to allow his gun to cool. Old Man Billings is more of an all-around hunter; he doesn't specialize on any particuular kind of game; squirrels, rabbits, quail, pheasant, plover—he told me in a burst of confidence one day that he enjoyed the rare experience of killing a rabbit—no, it was a squirrel—and a quail simultaneously with one shot from his rifle. He deemed that pretty nifty shooting, and I agreed. In the old days, when the forests were alive with deer, elk, bear, bison, turkey, and a species of bird or beast he calls a "painter," he says he used to—but I'll not go into that. He also professes to be a fisherman, too.

So I decided that I would become a mighty nimrod.

After due deliberation, I settled on a rifle as my weapon. A rifle holds out a certain romantic appeal to me that is lacking in revolvers, shotguns and other types of firearms. I had my heart set on a rifle, a repeating rifle of not-too-big caliber, not one of those that shoot today and kill tomorrow, as the saying goes. I told the affable young man in the sporting-goods store something of my cherished desires, and he submitted several rifles which he recommended as suited to my needs.

The one I bought was of modest bore and velocity. He told me it would be adequate to dispatch any game I succeeded in hitting in that immediate section of the country. I have no reason to think he misrepresented the facts.

Bearing my new rifle, I returned to the office after luncheon. My fellow-workers inspected it, some gingerly, all admiringly; that is, all except Dick Diebold; he affected a semi-supercilious, professional air.

"Why didn't you buy an air-gun?" he said. "Or a nigger-shooter—." His tone was offensive. "It's a waste of time and bother to go hunting with a little pop-gun like that. You can't hit anything in the first place, and in the second place, after you've got one shot and missed, the game has either flew or run away."

Imagine bandying words with a person who says "has flew."

"When I go hunting," he continued, "I make it a point to fetch back something to cook in a pot."

"Oh," I retorted airily. "Well, I'm different. I'm a sportsman. There's a difference between a sportsman and a pot-hunter."

He guffawed in much the same tone as a jackass brays.

Having arranged for a day off, procured my hunting license, one hundred rounds of ammunition, shooting-cap and coat, I went home filled with anticipations. I thought of asking Old Man Billings to accompany me hunting, only to learn that he'd gone with his wife to visit a married daughter. But he had previously given me explicit directions as to the location and area of what he called the best "squirrel timber" in the vicinity of the city. It lay to the eastward in the valley of a small stream, some five or six miles distant. I decided to walk all the way for the exercise.

I started early next morning. Walking briskly, I soon traversed the outlying suburbs, crossed the frontier of the city limits and boldly plunged into the wilds of the open country by way of a public highway which led eastward. The breath of huge fields fragrant with ripening grain and orchards full of red-cheeked apples came to my nostrils. My pulses thrilled—for a little while. After a couple of miles of trudging I found myself laboring at the exhaust, somewhat like a locomotive puffing up a long grade. I was climbing a long slant at the time. The top was farther on, which, once reached, I fancied would give me a view of all that part of the state. But no. It only gave me an outlook upon a higher hill just beyond. The road continued to dip and ascend up and down hill after hill until —ultimately I came in sight of Old Man Billings' famous squirrel timber. I knew it at once.

So I abandoned the traveled road and,

climbing a barbed-wire fence, struck off across a cornfield. A full-statured cornfield is no place for a short fat man. The growth of stalks, grasses, weeds, and what not hampers marching. One gets entangled until—well, I regretted ever having entered that cornfield. But after an hour or so's frightful struggle I issued once more into the open air and thrust and tore my way over and through another barbed-wire fence.

I was well-blown and horribly thirsty. I decided that a drink, or five or six drinks, of clear, cold water would greatly appeal to me. But there wasn't any well or human habitation in sight. Then I remembered the river—not a large river, it's true, but no doubt it would have some kind of moisture in it—and it would be somewhere nearby. It was farther away than I expected, and many barbed-wire barriers intervened. There are far and away too many of these rude barriers stretched across our pleasant countrysides. They're an offense to the eye and a menace to life and limb, to say nothing of apparel. A tall, lissome, long-legged man might be able to negotiate these barriers better. But a short, chubby man hasn't a chance; he can't sqeeze through, straddle over, or crawl under.

Arrived at the river, I reclined and drank long and deep. The water was warm and had what a scientist would call a "brackish" taste. Something with a dash of decayed rubber, sour garbage and commercial fertilizer, I'd say. Also an odor. This I presently found to be due probably to the presence of a somewhat decomposed dead carcass of a horse or cow which reposed a little distance above where I'd quenched my thirst. Quenched my thirst was right! I was no longer thirsty.

I now began to hunt. There were trees all about. Tall, thick-foliaged trees where squirrels probably lurked. I moved forward alertly, rifle in readiness. It was fine sport. I felt like a great hunter threading the pristine solitudes. At this time I had an idea that when I'd shot twenty squirrels I'd knock off shooting for that day. I managed to pass another barbed-wire fence.

And then I reached the next succeeding barbed-wire handicap without having seen hair or hide of a squirrel. I now entered a sort of thicketed field or woods pasture where, suddenly, I came face to face with two cows. They were mild-appearing, reddish-colored, female, domesticated cows, and both stopped browsing to stare at me with true feminine curiosity. They seemed quite innocent and harmless, except that one of them lifted her head and gave a short "moo" for no apparent reason. Her reason was very soon plain. She was answered almost instantly by a hoarse bellow from a little farther on in the bushes. Whereupon she looked at me as much as to say: "Now, my friend, you stick around here a minute and see what happens to you."

I heard it coming. It came rumbling and muttering with a great thrashing and crashing of bushes, and it seemed to be coming hurriedly. I am a stranger to the emotion known as craven fear, but I thought it best to go on about my business of hunting without further delay. I had no inclination to stop there and gossip with a couple of strange cows, let alone the rude, uncouth, hoarse-voiced friend of theirs I could hear approaching.

So I departed as promptly as was consistent with the topography of that particular locality. The beast behind me crashed uproariously in pursuit. Thereupon, I quickened my stride, hoping to reach and negotiate one of the numerous *chevaux-de-frise* or *frises* and end any chance of bootless discussion. But a few steps onward I issued out into a vast, treeless, level expanse of grassland with the nearest fence or other barrier several miles distant. My ribald pursuer now appeared in sight. He was a well-grown bull, judging from his low brow, thick, beefy neck and general ruffianly aspect, and he was disconcertingly near. He paused momentarily to paw a bit of turf and rumble a challenge, and then he raced merrily toward me. Meanwhile I gave a very creditable imitation of a heavier-than-air object getting under way for a sustained flight. I said the bull "raced" for me. Really he was as light on his feet as a thistle down. He simply spurned the earth with a careless hoof, and it scurried backward from beneath him as the track slips from under an express train.

Then I found myself neatly pocketed.

In front, to right, and to left—was a lake or pond of open water. I could not escape around the rim. The bull would merely

need to tack to port or starboard as might be to intercept me at the point B or C of the isosceles triangle ABC. And he doubtless grasped his geometrical advantage, for he came on with a roar of deep joy.

There was no choice. I must take to the water. I didn't hesitate, either. I sprinted right out on the level surface of the pond. After a few steps I broke through the upper crust of green scum and began to submerge, as it were. The pond wasn't deep as regarded actual water. There was a foot or so of water, underlaid, however, with about four more feet of viscous mud.

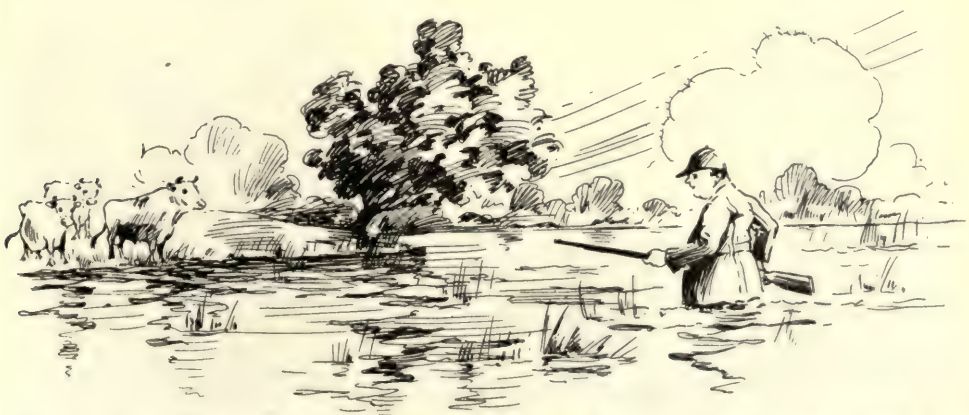
The bull paused on the bank and watched me flounder out to the middle of the morass. He cocked his ears forward and observed me with evident interest and appreciation. His two female friends joined him, and the three stood regarding me with great enjoyment. But when I moved to wade out to the farther shore, the bull instantly emitted a loud bellow and sped around the shore to intercept me.

Half an hour passed. My position was intolerable. I shouted to the bull to "begone!" but he shook his head in a negative. I made a few rapid calculations. Say the animal was valued at $100 actually; if I killed him, he would instantly become worth $200 automatically. But there was my likelihood of contracting pneumonia, or blackwater fever, or something. Nurse, a month, at $40 a week, two doctors, fifty visits at $3 each, drugs, loss of time at my work, and so on—I would make a clean gain of $92 by shooting the bull without another minute's delay. With the determined air of a man who has made his decision and intends to abide by it, I waded directly toward the shore where my enemy stood. The three of them eyed me with manifest astonishment. I suppose they thought I'd gone mad from terror and exposure.

The bull glared at me, turned and muttered something to his companions in a low tone of voice. It seemed that they had no suggestions to offer. So he gave me a final contemptuous glance, kicked up his heels derisively and galloped off snorting toward the thickets. He was only a blusterer, after all. I splashed on out and stalked haughtily across the pasture unmolested, lacerated my way through a barbed-wire fence and resumed my hunt.

I now reduced my quota of squirrels to fifteen. When I had bagged fifteen, I'd go home. But I failed to see any. I began to feel somewhat empty and weak. Barbed-wire barricades sap one's youthful vigor and vim after so long a time. I decided I would knock off when I'd killed ten squirrels. A moment came when I further reduced this number to five. And later I narrowed it down to three, two and—soon afterward I told myself solemnly that when I had slain one squirrel I'd call it a day.

My feet were rapidly becoming too heavy to lift off the ground. Even my two hands had grown noticeably burdensome, and my trusty rifle had assumed the 200-pound dead weight of a field cannon. And at last I



With the determined air of a man who has made his decision and intends to abide by it, I waded directly toward the shore where my enemy stood. The three of them eyed me with manifest astonishment.

came to the dusty, drab line of a public highway traversing the expanse of primitive forest. A final barbed-wire barrier separated me from the thoroughfare. When I saw that wagon road I sort of felt somehow that my day's hunt was over. I did not argue the matter. Failing in a second attempt to toss a 150-pound leg over the low top wire, I subsided to the ground like a stricken baby elephant and proceeded to roll and waddle under the fence. Then, after several trials, I regained my feet and pointed my nose toward the faint blue haze that hung over home—miles and miles away.

I stood for a moment plunged in tired musings. My hunt had been intelligently planned and conscientiously carried out. Reckoned from the viewpoint of game bagged, it might have been a more brilliant success, but then I reflected that I wasn't a pot-hunter. I was a sportsman. Sport for sport's sake, and all that sort of thing, you know—

Something seemed to prompt me to look behind me. I did so. I saw a signboard on a tree at the edge of the woods out of which I had come. I read the rudely painted words thereon, and a great light of understanding burst upon me. I saw it all very clearly. Somebody had placed that sign there as a guidepost to fond and foolish sportsmen like me. The information it furnished was unsolicited and gratuitous, but it was faithful and true. If I'd only seen that sign when I first started out I'd have saved myself a lot of steps. The sign read:

Whoever put up that sign was right. There wasn't any hunting on those premises. I'd proved it. I sighed and began to push my heavy, mud-crusted feet one ahead of the other toward the west. Many, many, weary hours afterward I reached the place where I abide. I doffed my shooting-coat and put aside my beloved rifle. And then I made a startling discovery. The hundred rounds of ammunition reposed where I had left it, or them, on my dresser. The boxes hadn't been opened; they were quite intact Excitedly I worked the do-dinkus of my rifle. It was not loaded. I had accomplished my day's hunt without a cartridge in the magazine.

Sport for sport's sake!

Dick Diebold asked me later if I'd had any luck ranging the game trails.

"How'd you come out with the pea-shooter?" were his exact words.

"Oh, pretty fair," I replied carelessly. "I only bagged about twenty squirrels, a dozen rabbits, and, oh, yes, ten quail—"

He clapped me heartily on the back.

"You're some hunter, Old Top," he enthused. "I'll take you with me one of these days and we'll make a clean-up——"

A LESSON UNLEARNED

This week a man and his family, driving from Casper, Wyo., to a point in Illinois, to visit relatives after many years' separation, tried to beat a train over a crossing at Grand Junction, Iowa. The car was wrecked, the wife killed and a daughter seriously injured. The man escaped. Can one imagine the mental state of that man the rest of his life? All the time in the world, yet to avoid stopping ten seconds to permit the train to pass, he took the chance. Wouldn't you think such a story as this would cause drivers to "stop, look and listen"? Naturally you would, but it will not. People who read this will go right out and buck the first locomotive that tries to use a crossing first.—Waterloo (Iowa) *Evening Courier and Reporter*, September 10.

Save Lives in December!

ACCIDENT AND INJURY PREVENTION

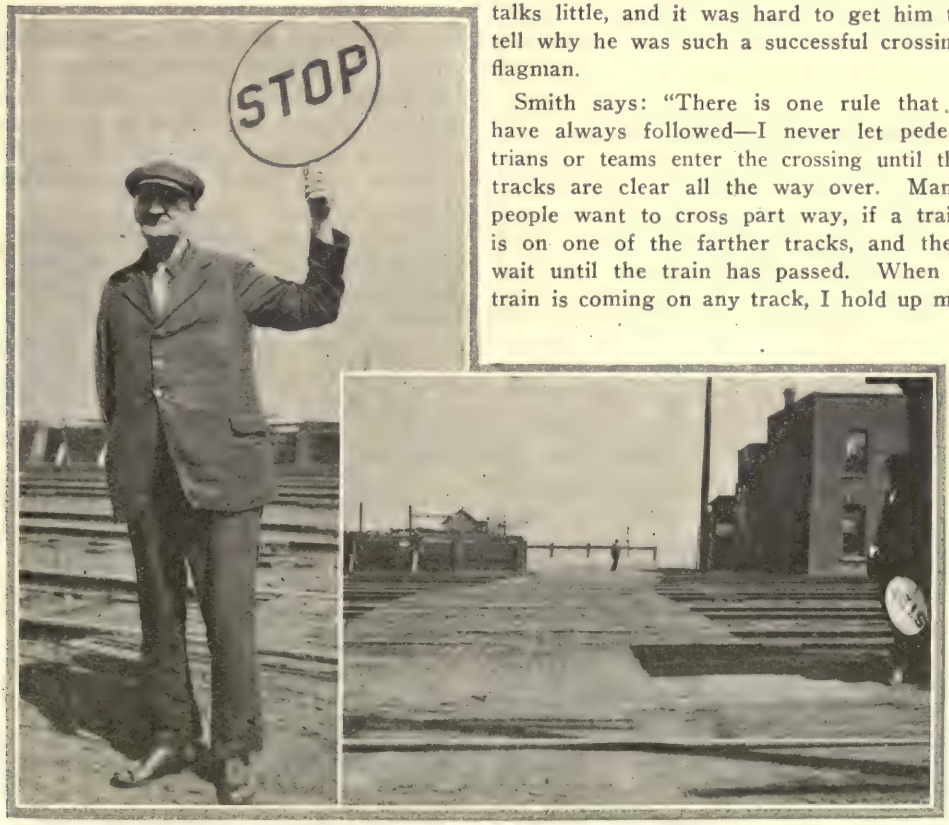
Pat Smith Makes a Crossing Safe

"WHY is it that you have never had an accident at this crossing?" was asked Pat Smith, a crossing flagman on the main line at 38th street, Chicago.

"Because," replied Smith, "I'm on the job all the time; if I'm not on the job, somebody is likely to get hurt, and then I won't have any job."

Smith has been at 38th street over four years, and nobody has ever been injured while he was on duty. His hours are between 7 a. m. and 6 p. m. During the bathing season, he has to watch out for the safety of about eight hundred persons, many of them women and children, every day; during the other seasons, one hundred persons cross the tracks daily; likewise, about one hundred teams and trucks need his attention every day of the year. Smith does not have two tracks to watch—he has eight, all main line, over which pass, during his hours of duty, some 237 suburban trains, 31 through passenger trains, several freights and many transfer trains, nearly all of which are moving at high speed. Smith never allows any visitors. He works hard and talks little, and it was hard to get him to tell why he was such a successful crossing flagman.

Smith says: "There is one rule that I have always followed—I never let pedestrians or teams enter the crossing until the tracks are clear all the way over. Many people want to cross part way, if a train is on one of the farther tracks, and then wait until the train has passed. When a train is coming on any track, I hold up my



Pat Smith and the 38th Street Crossing

sign and keep everybody off the tracks entirely until the train has gone; then I let them start across, and I make them keep going until they *are* across. I never let anybody loiter, and I never let children play on the tracks. At first, I had trouble keeping people back, and also trouble with small boys who wanted to play on the track, but now they mind pretty well."

Incidentally, Smith's stature and his determined look are what make them mind, for he is perfectly capable of taking care of any person who might want to disobey his signals.

Asked what was the hardest part of his work, Smith said: "The hardest part is to get teams safely across in the early mornings of the fall months, when there is frequently a fog so heavy that I can't see more than a few feet. Then I have to time my trains as best I can and go across with each team."

How Customs Changed in Twenty Years

By V. R. BYRD,
Conductor, Memphis Division

Twenty years ago the writer entered the service of the Illinois Central at McComb, Miss. O. M. Dunn was division superintendent; J. J. Flynn, trainmaster; James Moss, day yardmaster, and D. A. Kinney, night yardmaster.

I have worked for a great many different men since, but never have I worked for better men. The hours were long, the pay was short, the work was thirty-one nights a month and twelve hours a night, and I drew down sixty bucks. At the rate we are working under now, time and a half after eight hours, I would have run John D. Rockefeller a close race in pursuit of the elusive dollar. If No. 1 was late, the night crew, of which I was an "honorary" member, had to remain on duty and cut the diner in. This we did free of charge, as we received no overtime; we did this to be good fellows and hold our jobs.

After assuring myself I had taught the officials on the Louisiana division all that it was necessary for them to know, and as Mr. Dunn and Mr. Flynn had left, I decided to "move." In other words, I had too much money accumulated to tarry long in one place.

Accordingly, I got a transfer from Trainmaster B. F. Galvani, who succeeded Mr. Flynn, and followed the latter to Memphis. I had heard from my boyhood days about the Bluff City.

I made my first trip as conductor from Memphis to Gwin, via Clarksdale and Tutwiler, 161 miles; I was on duty twenty-four hours and had every kind of accident barring a head-end collision on this trip. In those days the requisites for a job were a strong back and a weak mind. The 400-class engines hauled 1,400 tons; today a 900-class engine hauls 2,600 to 4,200 tons and makes the trip in nine to eleven hours.

W. S. King was general superintendent of the Y. & M. V.; J. J. Flynn, division superintendent; W. A. Allison, trainmaster, and F. D. Munson, chief dispatcher. There never was a better set of officials on any railroad. Today Mr. Munson is the only one left of this crowd. He is still dispatcher, and a better one never handled a key.

Today we have fourteen passenger trains a day hauled by super-heated engines—the best money can buy—and all-steel coaches and equipment, 90-pound steel rail, a No. 1 roadbed, sixty-four miles of automatic block signals, and the largest manifest and freight business of any road out of Memphis. One hundred per cent of all manifest and passenger trains make a record of which we all may well feel proud.

Without any disrespect to any other division, I believe we have the best officials and bunch of men that can be found on any man's railroad. To see a property rise from almost a 10 per cent proposition to a 100 per cent performance shows the good old Memphis division to be a top-liner. We have one of the largest and most up-to-date gravity yards in the whole country, and the Grand Central Station, where all our passenger trains arrive and depart, is a credit not only to the city but also to the great system by which we are employed.

CLAIMS DEPARTMENT

A Surprising Relapse

Attempted repudiation of a claims settlement was recently a dismal failure for Foreman Arthur Ellsworth of Mattoon, Ill., who sought to have himself declared mentally defunct and of gullible proclivity on the day he made a substantial adjustment for injuries he had received. He continued in the service as an able and competent foreman for nearly two years after the injury, when, just before the expiration of the limitation statute, he resigned, invoked the blessing of able counsel, and brought suit for $20,000.

It was back in March, 1919, when he received his voucher for a large sum of money, and on down through succeeding days his name was on the payroll as a hale, hearty and desirable employe. Some time during those intervening months his mind was awakened by a vision, the vampire of more money.

The case attracted unusual attention among employes, and the uppermost question was: Can a man make a settlement with the company and then renounce it at will, bring suit and "get by" with it?

Ellsworth claimed that at the time of the settlement and when he received his money he did not know what he was doing, was mentally unsound, and incapable of transacting the usual affairs of ordinary life. To accomplish this purpose of breaking his agreement and renouncing the settlement, he was willing to say to the world that at a period in his life his mentality had relapsed, and that he roamed about under a cloud of uncertainty, an irresponsible derelict, remiss and delinquent—a most remarkable confession of faith.

W. J. Burns, the great detective, now at the head of the secret service of the United States, once said in reply to an inquiry as to how he was able to apprehend those he sought: "Because, somewhere along the line, they fail to cover up their tracks."

And here is where Ellsworth, too, broke his molasses jug. On or about the time he received his voucher he went to the bank and told the cashier and assistant cashier that he had made a settlement with the company. They read it over to him. He said that he understood it, signed it, took some of the money and deposited the rest of it. In a few days thereafter he purchased a home, made diligent inquiry as to the taxes and paving assessments, executed a mortgage, signed a contract for the purchase of the property, bought stock in a building and loan association, paid rent checks up until he moved, issued checks in the regular course of business to divers and sundry persons, traded at his accustomed places and in the usual manner, and gave many evidences he was Arthur Ellsworth, section foreman, of sound mind and memory.

But there were others of less cheerful observation: a group who thought they could note slight inaccuracies in the speech of this man; a clique who said he never slept, said little, was cross, said unkind things to his wife, ate little, took headache pills, told them to put the hand car on and then take the hand car off. A sister-in-law laughed at him; women throughout the neighborhood said he was "queer" and was not "right" at times. A lonely mother-in-law said he remained at her home long after the injury, where she saw him daily, and that he "didn't know nothin'." When she was presented a check he had drawn payable to her order during that interval and was asked to identify it, she immediately recognized this as a rational performance. Even a brother endeavored to relate misdeeds and misdoings of his confused elder brother during his visit to the home of the latter. He, too, was presented a check payable to his order, which he immediately proceeded to acknowledge.

After a week of tedious and monotonous

contention the matter at last was dumped into the laps of the twelve men who had so patiently listened to the dreary details. And they promptly dealt this thing a terrible blow, one that should be a landmark and an everlasting admonition to those who come to the halls of justice with such cases.—C. D. C.

Needless Expense

A negro named Victor Oliver, a trespasser, crossing the tracks to "flip" a freight train, was struck and injured by a suburban passenger train at Chicago, May 3, 1919. Development of the facts connected with the injury necessitated considerable work and expense. Under the facts it was thought there was no liability, and a claim was declined. A suit was brought, which was later dismissed for want of prosecution, but subsequently reinstated. The suit was tried October 3, 4, 5, and 6, 1921, resulting in a directed verdict for the defendant after the plaintiff rested.

The negro told an improbable story, but to meet his statement required the presence of fifteen witnesses to prove plats, photographs, movements of trains, records, etc., involving an expense of more than $600 to the company. The loss of time of all of these men aggregated about sixty days, to which should be added the time of the judge, jurors and court attaches, so that the expense to the people was no doubt a like amount.

This is but one of the many unmeritorious suits brought against corporations, railroads especially. They contribute in no small degree to the cost of operation of railroads, as well as increasing taxtion.

All at stake on the part of the negro and his lawyer was the loss of a few days, opposed to which was an actual expense of approximately $1,200, including the loss of time of twelve jurors, a judge, court attaches, a lawyer and fifteen witnesses.—M. B. R.

Grade-Crossing Accidents

The rapid increase in the number of automobiles throughout the country and the corresponding increase in grade-crossing accidents make it imperative that we continue our efforts to reduce the number of such accidents to a minimum. States and municipalities have enacted laws and ordinances, and "Safety First" experts have tried to educate the public to use more care at railway crossings, and still the fatalities are on the increase.

I recently heard a paper read showing the good effect the bumpers had at the speedways in Memphis, where thousands of automobiles pass every day without a single accident reported in several years. There is no doubt in my mind that bumpers installed at these various railway crossings have prevented many accidents.

W. E. Douglass, general claim agent of the Southern Pacific, recently declared that 90 per cent of grade-crossing accidents on that road occurred where the automobile approached from the fireman's side of the engine, and that his road had recently equipped its engines with a cord, so that the fireman could sound the alarm whistle from his side of the engine, and firemen have been instructed to be the look-out in going over grade crossings. Probably 75 per cent of such accidents I have investigated occurred on the fireman's side, and in several cases the fireman was putting in a fire or otherwise engaged, and did not see the automobile. Some of these accidents, it is safe to assume, could have been avoided had the fireman been on the look-out and the engine equipped so that he could sound the whistle himself.

The engine crews are not always to blame. Engineers tell me of the nerve-racking experiences they have with automobile drivers racing over the crossings a few feet in front of the engine and others driving up and stopping suddenly only three or four feet from the track.

The automobile industry seems to be a permanent organization, and the separation of all grades is a financial impossibility Therefore, while we may not be able to eliminate the grade-crossing accident, we can lessen the number by having the engineer make free use of the whistle when approaching all crossings and by having the fireman on the look-out and ready to give warning in case of danger.—J. R. S.

Why Do They Do It?

The readers of the daily papers no doubt noticed a short paragraph the other day announcing that three people were killed

at a crossing near Perry. They probably read it and said to themselves, "Another fool driver gone to his reward." That is one side of the case.

The other side is told by the engineer of the train which killed these people. We had the privilege—we will not say pleasure, for there was no pleasure in it—of visiting the man who drove the engine that caused the death of these three people. He is a man probably 60 years of age, has been an engineer for many years, and this was his first fatal accident.

In describing this accident he said that the train was going along about 40 miles an hour and that the crossing ahead was as clear as a virgin prairie, not a bush or tree to obstruct the view for a mile in either direction, when suddenly this auto appeared approaching the crossing. He never had a thought but what it would stop before reaching the fatal spot, but on it came and had just reached the center of the track when the engine struck it broadside on. One of the occupants was picked up nearly 150 feet from the collision; the others were closer, but all three either were dead or died within a few minutes after being picked up.

The auto was thrown high in the air and came down a complete wreck. Three lives snuffed out in an instant, all because of the mad haste of the driver, who would not stop to let a train pass by!

Frank Owens could not have felt worse had he been personally to blame for the death of these people. It has unnerved him so that he cannot speak of it without a shudder, and it has done more to age him than ten years of hard work. Although absolutely blameless, the terror of that scene is so indelibly stamped upon his memory that he cannot erase it.

The person who willfully subjects another to such a trial as Frank Owens has passed through may not deserve the death penalty, but he certainly deserves some sort of punishment, and we believe if it were possible to punish auto drivers for attempting to cross close in front of a moving train there would be grim justice in sending them to jail.—Manson (Iowa) *Journal and Democrat*, September 22.

Railway Crossings

"Railway crossings are places where automobile drivers turn around and visit with the people on the back seat. They frequently become good mixers by this process. Sometimes it is hard to distinguish one from another after the train has gone by. The driver is always easy to pick out. He is the one with his face turned away from the railway track.

"Many people are of the opinion that the highway crosses the railway tracks. This is not so. The railway track always crosses the highway. Some railway tracks run four abreast. Their percentage of hits is higher than the single-track variety. It gets them three ways—going, coming and standing still.

"A person becomes full of derisive glee when he has successfully dodged a train, only to find too late that he is standing in the path of another. Then his friends and relatives order flowers, and the undertaker does his best to make the late lamented appear presentable."—Baldwinsville (N. Y.) *Gazette & Farmers' Journal.*

Fools Will Always Try

"Perhaps if it were more generally known that a locomotive smashes up a motor car beyond repair as well as kills the family, there'd be fewer attempts to beat the train over the crossing."—Kansas City (Mo.) *Star.*

S. M. Copp and C. D. Cary herewith present No. 6 in their series of epitaphs:

Shows Value of Railway Law Department

District Attorney Notes Varieties of Work; The Standing of Lawyers in 1645 and Now

By H. D. MINOR,
District Attorney, Memphis, Tenn.

THE law department is different from its allies. It builds no railway lines or cars and obtains no traffic. It produces no revenue; on the contrary, it is somewhat expensive and is often regarded as being in the way. Occasionally it is an obstacle to ambitious schemes. It is sometimes obliged to place a veto on elaborate plans of the operating and traffic departments—not because it doubts the wisdom or policy of their plans but because some inexorable statute or law of the state must be respected.

None the less, the law department serves a most useful purpose and is indispensable to the operation of a great railway system like ours. It is the counselor and adviser of every other department and of every official of the company. It stands as a bulwark of protection against the unjust demands of litigants and others. It is the company's protector and guardian against excessive demands for taxes, against unconstitutional legislation, against persons making unjust demands for personal injuries or freight claims, and it is usually the company's diplomatic representative in negotiations with city, county and state officers. In short, the company could not get along without a law department. It is a necessary adjunct to every great business.

A Wide Variety of Work

The average railway man does not often come in contact with the law department. He is more concerned with the operation of trains, the construction of roadbeds and bridges, the handling of traffic in freight yards, with machines and repair shops and things of that kind.

The average layman probably thinks that most of the work of the law department is in the defense of damage suits. That is largely true of the local attorneys' offices, but not at all true of the general offices. Damage suits are really a more serious problem with the claims department than with ours, as the law in such cases is usually well settled, and the great problem is to have the facts of the case properly brought before the court and jury. If one should spend a few days in the office of a general solicitor, he would be surprised at the variety of matters which come up for attention.

For example: What are the company's rights with respect to a bridge over a navigable stream? What can be done to prevent another railroad from crossing our main line at grade? What are our rights and obligations with respect to a track which, under a special law, several companies are entitled to use with us? What sort of title do we have to our right-of-way over sixteenth section lands? What are we to do when a viaduct belonging to the city becomes a menace to our trains passing under it? Is the company bound to pave a street which crosses its right-of-way? What can the company do to remove houses which have been built on our right-of-way and been there for years? How can we prevent the enforcement of unreasonable rates on particular commodities put into effect by a state railway commission? What shall be done about a drainage district whose plans call for crossing our line with a dredge boat and the substitution, at a great expense, of a long span bridge for an existing trestle? How can we prevent an excessive assessment of the company's property for taxation? How defend successfully a suit for damages for the death of a man killed at a crossing? These and many other like questions are constantly arising, and all take time, study and thought for their solution. We cannot just open a book and find the answer, as some may suppose.

Rates and Contracts Difficult

The office of the general counsel at Chicago has, daily, problems even more varied and difficult. They force Judge Horton and the members of his staff to earn their bread —maybe not by the sweat of their brows, but certainly by a process equally as trying.

There are handled, in addition to the ordinary work of the Illinois Central, practically all of our rate litigation, involving expert work outside of the experience of the average lawyer, and also most of our contracts, of which there is a great number.

Like every other department, we cannot get along without aid. Probably our principal associate is the claims department, for in all personal injury litigation we would be rather helpless without it. It finds out the facts, locates the witnesses, arranges for their attendance at court, and in other similar ways proves itself indispensable. Under efficient management, the Illinois Central claims department has become one of the best in the country.

The help of the traffic department is not so often needed but is entirely indispensable when needed. No lawyer in the service, however capable he may be, would undertake to handle traffic litigation without the experts of the traffic department at his elbow. In the same way, none of us would want to handle a tax assessment before a railway commission or a tax litigation before a court without calling on the land and tax commissioner. And, in a general way, no one has proved himself more helpful to the law department than has our president himself. His exceptional judgment, his sound common sense, his knowledge of men and his unfailing courage have often been of the greatest help in handling problems falling to our department.

All Employes Co-operate

But it is not merely to the heads of the departments and our officials that we must look for assistance. On the contrary, the maxim of "all for each and each for all" is as applicable to the law department as to any other. Good sense, loyalty, thoughtfulness and discretion on the part of employes are at last the most important thing to a railway company. One or two illustrations will indicate how true this is as to the company's legal affairs and may furnish an inspiration to other employes.

A boy 6 years old was put on a train, his father claiming that the conductor promised to see that he was safely put off at his destination, where he was to be met by relatives who would take him several miles into the country. The conductor overlooked him and carried him beyond his station, but left him in charge of a station agent, promising to have the conductor of the returning train pick him up. The second conductor did this and, realizing the situation, was thoughtful enough to go through the train asking if anyone was getting off at the boy's destination. He found such a man, who not only took care of the boy but carried him to his relatives in the country. Suit was brought, and the jury rendered a verdict for $1,500, but the supreme court reduced this to a nominal sum. Had it not been for the good sense of the second conductor, R. H. Kerr of the Memphis division, the $1,500 verdict would have been affirmed. Our

Courtesy An Asset

Next to brains and health, courtesy, or that attitude which makes one able to gain the good will and esteem of people met in daily contact, is a person's greatest asset. Its value manifests itself by obtaining for the one who possesses it much of the material pleasures of life, and by returns which rise above material conception.

The material pleasures that reward the courteous person may easily be measured in dollars and cents. Courtesy in service marks one for advancement. It gives him a decided advantage over the person who is competing with him but who lacks courtesy.

But the person whose mental capacity does not limit him to the consideration of money as the sole standard for measuring the rewards of life's efforts is the one who can really appreciate the value of this great asset. Courtesy is the prime factor in developing a pleasant personality. It makes one's fellows look up to and respect him. It smooths the road he has to travel. A smile and a pleasant word are reflected, like the image from the looking glass.

Those who cannot acquire the high estimation of the multitude by becoming famous through the usual avenues of popularity can acquire the same results—on a smaller scale, but readily measurable—by making a favorable impression upon the many people met in the course of the day's work through a courteous demeanor, a ready smile and a cheery word.—MILTON LIEBERMAN, *General Manager's Office, Chicago.*

lawyers handled the case well, but, after all, it was Mr. Kerr who saved the day.

How Unpopular Lawyers Were

It may be of interest to note here that, while lawyers of character now occupy a high place in our civilization and are respected by those who know them, this was not always the case. The early legislation in Virginia, for example, furnishes a number of instances indicating that lawyers were not in favor with the legislature in those days, but were largely regarded as a nuisance. A statute of 1645 contains this provision:

> Whereas many troublesome suits are multiplied by the unskillfulness and covetousness of attorneys, who have more intended their own profit, and their inordinate lucre, than the good of their clients; Be it, therefore, enacted, that all *mercenary* attorneys be wholly expelled from such office except as to suits pending.

This term "mercenary" seems to have been intended to embrace all lawyers who charged fees for their services.

In November, 1647, the legislature went farther and provided:

> It is thought *fitt* that unto the act forbidding mercenary attorneys, *bee* added that they shall not take any *recompence*, either directly or indirectly. And that it be further enacted, That in case either plaintiff or defendant, by his *weakeness*, shall be likely to *loose* his cause, that they themselves may either open the cause in such case of weakness, or shall appoint some *fitt* man out of the people to plead the cause, and allow him satisfaction requisite, and not to allow any other attorneys in private causes, *betwixt* man and man, in the country.

In 1658 the legislature went "the limit" and passed this statute:

> Whereas, There doth much charge and trouble arise by the admittance of attorneys and lawyers, through pleading of causes, thereby to maintaine suites in lawe to the great prejudice and charge of the inhabitants of this *collony;* for prevention thereof, be it enacted by the authoritie of this present grand assembly, that *noe person or persons* whatsoever, within this *collony, either lawyers or any other,* shall pleade in any courte of judicature within this *collony,* or give councill in any cause, or controvercie whatsoever, *for any kind of reward* or profitt whatsoever, either directly or indirectly, upon the penalty of five thousand pounds of tobacco upon every breach thereof.

Good Lawyers Are Respected

In spite of this hostile legislation, the profession seemed to thrive, and in 1682 the legislature took a different tack and undertook to regulate fees, fixing, for example, the fee for a case in the general court at "50 shillings or 500 pounds of tobacco" and in the county court at "15 shillings or 100 pounds of tobacco."

The good sense of the people ultimately asserted itself, and statutory regulations of this sort have long ceased to exist, so that, while lawyers who fail to appreciate the responsibilities of their profession are uniformly ill regarded, lawyers of character occupy now, in the public estimation, an enviable position. Indeed, as all of us know, lawyers have been the leaders in all governmental affairs for the past two centuries. Of the three departments of government—the legislative, the executive and the judicial—lawyers have been in exclusive control of the last and have been the determinative influence in the two others.

A rather widespread fallacy about lawyers in general is that they are experts at ways that are dark and tricks that are vain. No greater fallacy ever existed. The men who become lawyers are, at the outset of their careers, probably of an average with other men in the matter of integrity and honesty. In all law schools, however, the importance of these characteristics in the life of a lawyer is impressed on the students constantly. After a lawyer begins practice, he is always under the spot-light. If he is trying a case in court, there is beside him a keen adversary, watching his every act, and an impartial judge on the bench.

It Pays to Be Honest

If he is handling a matter in his office, he may feel reasonably sure that somewhere and at some time what he is doing will come under scrutiny. Even if he were inclined to be dishonest, he could not afford to be so. Aside from all this, every lawyer is taught and also learns from observation that he can have no more valuable asset than the confidence of the courts and of the people of his vicinage. Self interest, therefore, demands that he be straightforward. In other words, there are more influences in a lawyer's life conducive toward uprightness and integrity than in any other calling.

Another fallacy which is somewhat widespread is that a railway company employs "smart" lawyers who can "put things over," whether right or wrong. This is a fallacy indeed. Our company does try to obtain the best lawyers, but the integrity and standing of a lawyer is always a first consideration where his employment by the company is in contemplation. The writer of this article has had an experience of eleven years as an officer of the law department, and during all of that period not only has no "short cut" or device of doubtful propriety been attempted but it has never even been suggested by a member either of our department or of any other department.

Economizing on Material Consumption

By K. E. BEAL,
Ass't. Division Storekeeper, Waterloo, Ia.

AT school, in the early grades, we were taught elementary astronomy by comparisons intended to impress more indelibly on our minds the vastness of astronomical distances. Thus we learned that the moon was distant from the earth 283,000 miles, and the sun 93,000,000 miles. But we could not appreciate this distance expressed in miles, whereas, when told that an express train traveling at a speed of sixty miles an hour, day and night without stopping, would require nearly 200 days to traverse the space intervening between the moon and the earth and nearly 177 years to negotiate the distance between the sun and the earth, we could more readily realize how vast these intervening spaces were.

There is a certain fascination about statistics and comparative figures. Almost everyone knows that waste is used on a railroad, but few people, including the average railway man, could hazard a close guess as to how much colored cotton and wool waste is used annually on a railroad the size of the Illinois Central.

Take the two divisions served by the Waterloo storehouse, the Iowa and Minnesota divisions. The waste used for all purposes on these two divisions during 1920 would fill a train of sixteen cars. If the total amount of waste used during that year were put in one bale, it would weigh nearly 270,000 pounds. Piled one ordinary bale on top of the other, you could stand on the top bale and look down on a building as high as the Woolworth Building in New York, about 750 feet below your feet.

If all the cloth signal flags purchased for use during 1920 for the same two divisions were sewed together, we would have a huge flag approximately 9,000 feet square. The candles used on the same divisions in 1920, if molded into one big candle, would furnish light for more than two months; the signal fusees, if made into one big fusee, could be lighted one day and would still be burning nearly seven years later.

Now there are twelve storehouses on the Illinois Central System, some of them furnishing more or less waste, cloth flags, candles, and fusees than the Waterloo storehouse, but I think we can safely multiply the foregoing figures by twelve to arrive at an estimate of the totals of the quantities used on the system. The size of these totals is readily apparent.

How can these totals be reduced? It is

Growth

A saucy little toadstool
That sprang up in the night
Said to an acorn lying near:
"Pray tell me, is this right,
That oak trees sprout from acorns,
And it takes them years to grow?
I've heard about it often,
And I've wondered if 'twere so."

"Why, yes," the acorn answered,
"What you heard is very true.
An oak grows from an acorn,
And it takes a long while, too.
But when a great oak tree is grown
It stands throughout all time,
Defying wind and rain and storm—
A monument sublime."

"Oh!" said the toadstool, dolefully,
"Now isn't it too bad
They could not spring up quick
like me?
I think it very sad."
But the acorn only answered,
With a knowing little smile:
"Things done so quickly, as a rule,
Are not the things worth while."

difficult to devise any general or concrete plan for economizing on material, except, perhaps, to suggest that all employes whose duties require them to use material do their part by using less this year than they did last year, without impairing their work or the service, and by protecting the company in every way possible against the loss of material.

I have roughly estimated that if all employes on the system whose duties require the use of waste would each use but two pounds a month less than was used last year, they would effect a saving of one full carload for the company. I am sure that a conscientious effort by all employes to economize on material would result in a wonderful saving for the company. All the avenues of leakage should be closed as far as possible. It is a matter for each employe to watch and watch closely.

Things We Should or Should Not Do

Keep your station as clean as you expect your house to be.

Why not put your motor car under shelter when not in use?

Yes, I helped to conserve fuel. Did you?

Look for it. What? Business for the Illinois Central.

Help clean up for the winter.

Keep your switches oiled. They will work better.

Do you waste oil? If so, why?

Unload that car today, not tomorrow!

Keep the brakes in good order, and you will not have so many bad order cars.

Are your oil founts, globes and lenses clean? If they are, you will get results.

Do not leave your truck far out on the station platform at night. Put it up next to the wall.

Keep up fuel saving.

Save your old oil barrels for fire protection.

Help educate all in your community to keep right-of-way farm gates closed.

I help the *Illinois Central Magazine.* Do you?

Strike No Stock in November!

COMMUNICATIONS

Family Pride

DEAR EDITOR: My sister has a fine voice and sings in public frequently. When I hear anyone praise her performance, I throw out my chest and say "That's *my* sister." You would think that I deserved the credit for her achievement. But it happens in the best regulated families.

The other day a business man picked up a copy of the *Illinois Central Magazine,* and if I should tell you all the complimentary remarks which he made about it, your new fall hat wouldn't fit. Anyway, he concluded by saying that it was the finest book of its kind that he had ever seen. I surely felt proud, and I said chestily, "That's *our* magazine."

So it ought to be with all employes of the Illinois Central family. When we hear the equipment or the service praised, our chests should expand, and we should say with just pride, "That's *our* road." It is well to know that our road has a splendid reputation; that during one month of this year 99.2 per cent of the passenger trains maintained schedule time; that more than 5,000,000,000 passengers have been carried one mile since a passenger riding in a proper position was injured fatally, and many other achievements of like character, and that we are obligated to do all we can to convince the public that the Illinois Central can back up its reputation by performance.

I suppose you wonder what my sister's voice has to do with the Illinois Central, but it is a sample of family pride in both cases. —TILLIE THE TYPIST.

A Word for Prohibition

TO THE EDITOR: I have been asked, as a laboring man, to give my views on prohibition. In my humble opinion prohibition has in no way been a failure. While it hasn't prohibited it entirely, it certainly has reduced the consumption of whisky. Surely, we can all see a wonderful improvement in general conditions now and during whisky days.

I think I have had an opoprtunity to see the evil in the curse of it all my life. I have heard it argued from every standpoint by

some very brilliant men, but I have never heard one good thing that it ever did, and we can all look back and see the evil of it. I have seen many a good, noble, Christian woman have to take in sewing, and not only have to do her own washing but wash for others that she might earn some money to buy food and clothing for the children—due to the fact that the breadwinner spent all he made for whisky—something that shortened his life, poisoned his brain and made him hate himself.

I do not argue that you can legislate religion into people, but some of the evil can be, and has been, removed by that process. If every man were big and strong and had the moral courage to walk up and rub a lion in the face, it would be quite different, but such is not the case. Many of them are weak and easily tempted, and such people must be looked after by our law-making bodies. In time to come I think the Eighteenth Amendment will be considered one of the greatest pieces of legislation that was ever put on the statute book. There is nothing in the world that has caused more misery, more heartaches and more want than whisky. Surely we can see that it has been a curse to our nation. And as for light wines and beer, as I heard former Governor Hooper say, "There is no such animal." Anything that will fire a person's brain should not be allowed to be made.

I attended a church entertainment about a year ago. It was in the part of the city where they were all working people, and there were many children present. I never before saw such bright-eyed, rosy-cheeked, neatly dressed, well-nourished children as they were. I know five years previous such would not have been the case, for where there was a saloon, there is now a grocery store or a restaurant, and the children are now receiving more care and attention than they ever did.

What is more disgusting or heart-rending than to see a bright young boy, just coming into manhood, with his brain fired with alcohol? Keep whisky, beer and wine down, and the coming generation will be bigger, brighter and better people. In just a few years a man drinking whisky will be looked on as we look on a "dope" fiend now.

If you call a doctor, he must be sober. If you consult a lawyer, he must have a clear head. Just stop and think whom you want around you when they are drinking. No one. And no one wants you around when you are drinking. This being true, stay sober, do business and be wanted. A man who has anything to do should be sober, and the man who hasn't needs everything but whisky.

And I am sure, since the good women have a right to vote, they will certainly protect the coming generation from the evil of the past, for many of them know as no one but a mother can know what whisky has done to our American homes.—C. J. BARNETT, *Engineer, Memphis, Tenn.*

The Right Spirit

I got a passenger yesterday morning for our No. 3 who would have gone to another road had I sat back and not mentioned the fact that our road would appreciate the business, and I believe all of our employes, if they put a word in now and then, could assist greatly in getting both passenger and freight business.

You may think it strange I should interest myself in this case, but I would like to see every railway employe interested enough in the railroad where he is employed to work for the best interests of that road, and, in so doing, he would continually make conditions better for himself, for the public and for the railroad.

I believe a railway employe should be just as interested in the welfare of the railroad as a clerk in the clothing store should be for his employer. You or I go into a clothing store to buy a shirt, and the clerk will also want to sell us a necktie. This proves that he is working for his employer. The same applies to railway men. The railroads are in the transportation business, and if the employes will only say a word now and then to people they come in contact with, these people will realize we have transportation for sale and also realize that, since the employes themselves are actually interested, they are bound to get good service and good treatment.—*Letter From a Yardmaster to a Superintendent.*

Our Professional Host—The Steward

What a Number of Things the Dining Car Man Has to Do in His Work, and Do Well!

By T. S. ROBINSON,
Chief Clerk, Dining Service Dept.

THE dictionary defines a "steward" as one who superintends the culinary affairs of a club, hotel or ship. However, this definition conveys to the reader only a superficial idea of the duties of this, the most important post in an eating establishment, whether it be a small cafe in a village or a metropolitan hostelry on Broadway. The pendulum-swing of profit and loss is as clearly defined on the daily sheets of a steward's report as on the ticker of a stock report, and upon him and his services depends the success or failure of the business.

Years ago, when railroads first began experimenting with dining cars (to save time and add comfort for passengers), all they thought of employing were a cook and a waiter and somebody to take in the cash and make change for the passengers eating in the dining car. However, as time wore on, business grew, passengers became more exacting, and the receipts and expenses of the diner fluctuated up and down, regardless of the amount of business transacted, it was deemed necessary to systematize this new department, showing clearly the distribution of all supplies and the results therefrom.

Needs a Capable Man

Thus it became necessary to have the services of one who could order the proper supplies in season, make out a menu—*table d'hote* or *a la carte*—for any meal, be a judge of legitimate portions, render the proper service, handle the traveling public courteously and in a business-like manner, at the same time being a bureau of information to anyone who might chance to question him regarding train schedules, connections, hotels and anything else the public is desirous of knowing, and make reports in detail of his trip, financially as well as gastronomically.

In employing dining car stewards the department had to obtain the services of men with experience in clubs and hotels as waiters, head waiters and stewards: men who had pleasing personalities, who could cater to the most fastidious connoisseurs, who could serve an epicure an *entremets* without hesitancy or embarrassment and at the same time attend to the wants of others, while computing checks, making change, answering questions—all this with propriety and precision, at the same time wearing the smile that never comes off, although subjected to drastic hardships of fatigue, heat, long hours and the mental tortures of the hard-to-please, as well as suffering the mistakes of his cooks and waiters, who often commit blunders unknown to him. There is little doubt that a dining car steward is subjected to more trials and tribulations in handling the traveling public than any employe in the company's service.

Handling the Company's Guests

Always neatly dressed and cleanly shaven, he greets the passengers with a smile as they enter the diner, seats them in the most appropriate place—depending on the number in the party—and places a menu and meal-check at their disposal, suggesting some choice viand of the season for their meal. He sees that their order is promptly taken and, when delivered to them by the waiter, has been properly cooked and served. Before the repast is finished he inquires if the food and service are to their liking; should a change be desired, he is on the alert to comply at all times. When the meal is finished, he extends the prices of the articles ordered and computes the total, handing the check to the waiter for collection.

He makes change with lightning-like rapidity, always making it a point to return new currency for change whenever it is possible; the steward usually obtains a hundred dollars of change before starting out on his run. Being a clever dispenser of food, he never permits a passenger to leave the car dissatisfied, but exhausts every

resource to please at all times, being often rewarded by a handsome gratuity.

No More Work Like This

Before prohibition tossed its dry mantle over the land, rare wines, liquors and champagnes were served on all dining cars, and on many long transcontinental runs the "joy water" was carried in quart bottles. It was the duty of the steward to prepare all mixed drinks as quickly and thoroughly as if ordered over the mahogany railing. Whether martini cocktail or gin rickey, he had it ready for the occasion.

Is it any wonder that many stewards become epicures and spendthrifts, when they cater to the most fastidious and must eat, drink and dress as becomes their position in life? The pay of a dining car steward has just recently become commensurate with the service rendered, now averaging about $175 a month, all expenses being furnished free while on the road. It seems to be the rule that a dining car steward nearly always remains in the work, as the calling has its allurements in travel and the fascination of meeting all kinds of people. Then there is always the chance of promotion to inspector, assistant superintendent and superintendent which naturally falls to the most competent man.

Save Money by Sealing Cars Properly

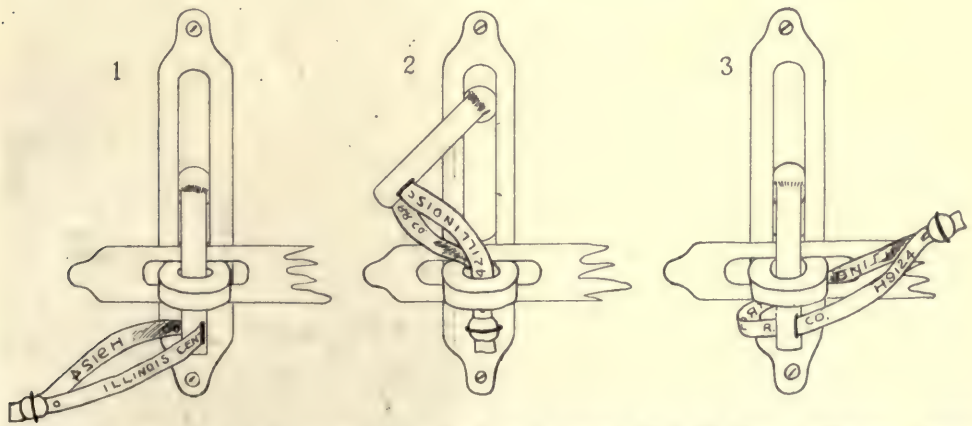
By C. G. RICHMOND,
Superintendents, Stations and Transfers

We are indebted to Yard Clerk Phil Reitz of Evansville, Ind., for the accompanying sketch of improper and proper sealing of cars. This sketch is most timely, as at present a great many cars are moving over the Illinois Central System with imperfect seal protection, caused by improper application of seals at the originating stations and the failure to detect the fault at intermediate terminals.

A seal does not in itself protect freight; it protects the record and shows the point where freight cars may have been tampered with. We must first have a properly sealed car and then a proper seal record. The record is valueless unless it is based on a tested seal.

Cars Opened—Seals Unbroken

During one period of thirty days 103 Tyden seals were removed from as many cars without breaking the seal. *These seals had not been locked.* The seal clerk failed to shove



1. They sealed me this way in a hurry after loading my car with first-class freight and merchandise—

2. We took a journey toward our destination, and at our first stop for water—while no one was looking—a roughly dressed person slipped me through the staple like this, took what he wanted, pulled me back as I was before, and never broke my record.

3. If you want to stop a little leak, seal me like this; for I am one of the many fasteners on box cars that are improperly sealed.—*Words and music by* PHIL REITZ, *yard clerk at Evansville, Ind.*

the tin end completely into the bell of the seal, which must be done to lock it.

Seal clerks can prevent this failure to lock by testing after sealing. In other words, apply the seal, then give it a quick jerk, which requires but a second's time. This jerk will open the seal in the event it failed to lock. A seal is worthless unless it is locked.

Seal records are an important factor in the settlement of freight claims. Rule 55 of the American Railway Association Freight Claim Division reads as follows:

Carriers shall take record of all seals placed on side and end doors of cars at the time seals are so placed and of all seals removed from cars, taken at the time seals are removed. If seals are placed or removed by shippers, consignees, custom officials, state or authorized or recognized grain inspectors, the carrier shall take seal record as nearly as practicable to the time of placing or removing of seals. Carriers shall also take record of all seals on side and end doors of cars delivered to or received from other carriers at junction points, such records to be taken at the time when cars are placed on interchange tracks.

Company Liable for Loss

Rule 56 defines an "imperfect seal record" as follows:

(a) absence of record of seals on side or end doors;

(b) absence of record of marks or impressions on the seal;

(c) when record of seals applied by carriers shows merely the name or initials of the carrier, omitting to show the number or other distinguishing marks appearing on the seal;

(d) when junction record is not taken as provided in Rule 55 above.

Rule 58 provides that carriers shall be held liable for loss on account of any imperfect seal record.

The following instructions, in effect since December 30, 1920, should be carried out literally by all employes concerned:

Seals must be applied to all closed cars, including stock cars, containing freight of any nature, except cars which may be exempted by special arrangements.

All side-door openings must be sealed; all end doors must be securely fastened inside or sealed.

Seals Should Go on Early

Seals should be applied as soon as practicable after the freight has been loaded into the cars and the proper forwarding directions delivered to this company.

Permanent record must be maintained of seals applied to cars loaded at originating stations and also to loaded cars received from connecting lines.

Seals must be replaced at stations intermediate to the initial and terminal stations where they may have been removed in connection with the loading or discharge of freight or for other proper purposes, or at points where imperfect sealing is detected.

Proper seal record must be maintained on all cars placed on team tracks for delivery, and cars remaining over night on team or house tracks must be sealed and a record made.

Proper sealing and recording of seals, in addition to being of benefit to the freight claim agent, are of value to the chief special agent's department in finding where robberies took place and in seeking the guilty persons.

Proper sealing and incident records are among the most important features of railway operation. The co-operation of all employes is heartily solicited by the management to the end that the Illinois Central System may overcome these delinquencies on its lines.

TWO DARKIES

Here we have the "Gold Dust Twins," who attracted much attention at the recent style show at Champaign, Ill. The little girl on the right is Affre Weddling, daughter of Operator H. A. Weddling of Champaign. On the left is Margaret Walkington, her friend and playmate.

Traffic Department

Coffee Business Is Worth Going After

By EDWARD V. VERLANDER
City Freight Agent, New Orleans, La.

WITH the coming of the Eighteenth Amendment, so much has been said and written about the use of coffee as a substitute for alcoholic liquors that a word or two concerning its origin, growth and transportation to the point where it is ultimately roasted and made ready for use seems appropriate.

Coffee derives its name from the Arabic *K'Lawah* and sometimes from Kaffa, a province of Abyssinia. It was first heard of in Abyssinia in the fifteenth century, the Arabs using it for many purposes, one being to enable them to keep awake during long religious services and ceremonies. Subsequently it grew in favor until it became the national Arabic drink. During the seventeenth century it was introduced into Europe, and in the early part of the eighteenth century its cultivation was extended to Jamaica and other tropical regions of the New World.

From Central and South America

Almost all coffee consumed in the United States comes from Central and South America, where the plant grows to a height of about eighteen or twenty feet. It blossoms in dense clusters which are very fragrant and evanescent. There are two, three and sometimes more "flushes" of blossoms in one year, and flowers and fruit in all stages may thus be seen on one plant. The fruit, which is a fleshy berry, ripens a dark red, like a cherry, seven months after flowering. The cherry generally contains two seeds, face to face, flat on the facing sides and convex on the others. In the Americas the coffee plants abound at altitudes between 2,000 and 3,500 feet, where the temperature runs from 40 to 80 degrees, averaging 60 to 70 degrees.

After being harvested and cured, coffee is packed generally in standard size burlap bags, averaging 132 pounds to the bag, and then transported by steamship to New York, New Orleans or San Francisco, the two former being the principal ports of importation, although lately importations through San Francisco have increased.

How Coffee Is Unloaded

At New Orleans, the port of entry in which the Illinois Central is vitally interested and from which it enjoys an inland haul, coffee is unloaded on the wharf to which the vessel is assigned, and from there usually drayed either directly to depots of the inland carrier for immediate forwarding or to warehouses for storage and subsequent forwarding or for local consumption. At the port of debarkation, the first packages unloaded are samples, which are examined by customs inspectors. These samples represent the marks and grades of coffee aboard the vessels. After this examination the samples are turned over to forwarding agents, representing the owners, who in turn express them to the consignees.

During normal times the average cargo of coffee is 70,000 bags, which is discharged at the rate of about 10,000 bags a day.

For the fiscal year ending June 30, 1921, 2,637,211 bags of Brazilian coffee, or approximately 8,000 carloads, allowing 333 bags to the car, were imported through New Orleans. From this, the importance of the traffic to the inland carriers is obvious. As coffee is used at all points reached by the rails of the Illinois Central and its connections, it will be apparent that coffee is a commodity which it behooves all employes to bear in mind when soliciting in the interest of the Illinois Central, as in addition to its volume it comes from a port served by our rails and may be considered 100 per cent business.

Coal and the Classics Meet in Indiana

Being Excerpts Here and There from Monthly Bulletins of the Conservation Committee

COAL and the classics would seem to have no relation, but that is because you have not been reading the monthly bulletins of the Indiana Division Fuel Conservation Committee. The Thomas Jefferson of that group (seven men sign the document each month) has been sprinkling statistics with suitable quotations, and the effect has been to make the argument "go over" in great style. In fact, results have been plainly evident.

"Now that we are pinched off center, let's get under way with some momentum and pass those divisions which are next ahead of us," is the appeal in Bulletin No. 7. "It takes more power to start a thing than to keep it going. Observe the heavy train leaving a station: the engine exerts every ounce of energy to gain momentum; a few lengths away, and it is investing all its resources in speed."

Faith Is to Be Admired

The officers have had faith in the men, the bulletin points out, and then quotes Turgot: "What I admire in Columbus is not his having discovered a world, but his having gone to search for it on the faith of an opinion."

Efficient young men are needed today, the writer says: "Our ranks are being combed for men with ambition, for men who really want to get ahead, gain momentum in the railroad world, and are willing to prove it by training themselves to do some one thing well. Build up momentum, and keep your momentum as the plus element of power that puts you in the lead and lands you in the terminal of achievement.

"Save one scoop of coal, 14 pounds, 3 cents, between each two mile posts on each trip during April. Watch the results."

A Word From Roosevelt

Besides analyzing the statistics on coal consumption each month and pointing out the various ways coal can be saved, the bulletin shows in what ways employes besides firemen can help, and then adds: "You boast of your experience, but have you ever tried to use the experience of other men? Talk about this proposition. Roosevelt once said, 'I wish to preach, not the doctrine of ignoble ease, but the doctrine of toil and effort, of labor and strife—the doctrine of the strenuous life.'"

A great man once said, according to the bulletin, that "skepticism has never founded empires, established principles, or changed the world's heart. The great doers of history have always been men of faith."

A Reference to Prometheus

One bulletin was marked by a discourse on the value of fire. "It is a precious thing, this fire we are endeavoring to keep going, without burning more fuel than is actually required. Five hundred years B. C. the great master of Greek tragedy, Æschylus, wrote the drama 'Prometheus Bound.' Prometheus, a Greek god, considered the champion of man against the oppression of the supreme deity, Zeus, was bound by Zeus to the rocks to be battered by the elements for having given us mortals fire.

" 'What say I? All too clearly I foresee
The things that come, and nought of pain shall be
By me unlooked for; but I needs must bear
My destiny as best I may, knowing well
The might resistless of Necessity.
And neither may I speak of this my fate,
Nor hold my peace. For I, poor I, through giving
Great gifts to mortal men, am prisoner made
In these fast fetters; yea in fennel stalk
I snatched the hidden spring of stolen fire,
Which is to men a teacher of all arts,
Their chief resource. And now this penalty
Of that offence I pay, fast riveted
In chains beneath the open firmament.'

"Don't waste it. Twenty-five hundred years ago it was recognized as man's chief resource. Preserve it."

And the next month, after an explanation of how coal was formed, comes this recital of history:

An Index of Industrial Progress

"The age of the steam engine is also the age in which the use of coal has become

widespread, and the output of coal is a faithful index of industrial progress. Although the Greek writer Theophrastus (300 B. C.) mentions the use of coal as a fuel, and its use was also known to the ancient Britons and the Chinese, it was virtually unknown throughout the Middle Ages. The first record of coal mining in England is of the year 1180 A. D., and in America in 1750. From that date to 1821 there were mined 15,000 tons. Today the annual output is close to 700 millions of tons, of which approximately 150 millions are consumed in American locomotives alone. Consider that: Better than one of every five tons mined is burned for one purpose, i. e., draw-bar pull. This one expense on the Illinois Central for 1920 was:

Freight Service	$10,404,074.12
Passenger Service	3,361,878.36
Yard Service	2,461,583.92
	$16,227,536.40

"The supply will some day be exhausted. Save it."

The signers of the bulletin each month were the members of the committee: G. H. Danver, Thomas Wilson, C. J. Walker, T. J. Cronin, C. A. Keene, E. N. Vane and G. M. O'Rourke, chairman.

Government Ownership? It's Not So Good

The following article by J. G. B. Morse of Cambridge, Mass., appeared in The Railroad Employee magazine. It is the result of personal experience in recent travel in Italy.

"Government ownership, that's the only solution of the problem," writes my railway friend from America.

Well, perhaps he is right. I'm not sure. But would he, I wonder, be so certain if he could see the way government ownership of railroads actually functions today abroad? The following is a fair sample of what the traveler at present will meet on the railroads of Italy, roads that have from the first been under the control of the government.

Since the war the railroads of every country have suffered, but their general condition in Italy seems just a little worse than in most places. The equipment is for the most part of the poorest, dating almost entirely from before the war, and of inferior construction even for that period. Today the roadbeds are actually dangerous, the carriages themselves are not only old and worn, but are usually dirty and in a state which is an invitation to disease germs of all kinds. The passenger trains are divided into three classes: first, second and third, and even the former, which correspond to our Pullman cars, are not cleaned and attended to as they should be.

Not Exactly Comfortable Traveling

In additon, all three classes of carriages seem to be suffering from flat wheels, and a long journey in one of them is not a thing to be desired. The interiors, besides being dirty, are never heated, and often one finds broken windows, torn curtains, or carriages without electric light bulbs, a fact which does not render a trip through the numerous tunnels in the northern part of the country more pleasant. Lucky is the traveler who can make himself comfortable in an Italian railway carriage today.

But as if the actual condition of the trains is not bad enough, the journey is made still more unbearable by the fact that unless one arrives at a station an hour ahead of the time of the train's departure, one is not sure of a seat. There is no way of reserving seats, and, as accommodations in all classes are insufficient, to be sure of being able to spend the journey off your feet you must get to the station one hour before the train departs. There is no other way, and the writer remembers an all-night journey from Rome to Turin in which the corridors were filled with people who were forced to remain standing over eight hours. Every train in Italy at present has a crowd of unfortunates who reached the station too late and are forced to stand whether their journey be a short or a long one.

Train Is Due When It Arrives

This is bad enough, but what is worse is the fact that there are no schedules in Italy. Do not presume that there are no timetables. There are. But no train attempts to follow a timetable. It leaves the station of departure anywhere from ten minutes to half an hour

behind the time stated, and it arrives at its destination anywhere from one to three hours late, depending on the length of the journey. In fact, as one man remarked, in Italy a train is due when it arrives!

And as for speed—well—in this country they don't know what speed is. From Ventimelia, on the French frontier, to Genoa, a distance of ninety-four miles, takes six hours. From Milan to Genoa, a distance of some ninety-odd miles, takes four hours, and from Florence to Venice, a distance of one hundred and eighty-five miles, takes twelve hours. These are fair examples. Some trains make better time, others make worse.

Strikes Prove Bothersome, Too

And then there is the strike habit. In Italy, when the trainmen feel like a day off, they strike. The strike may be purely local, covering a given city, or a province, or it may include the whole country. Recently the city of Rome was without train service for three days. On one train that departed just before the strike, the crew left the train at midnight, and the journey was continued by a volunteer crew at a pace that was described as something slower than a walk. The writer was in Venice recently when no trains left the city for several days, and the scene on the first one that did pull out can better be imagined than described.

In the States just now the people are kicking about the high fares, but they should pay what an Italian is obliged to and they would stop complaining. For instance, an Italian, to travel a distance of two hundred and thirty miles, about as far as from Boston to New York, pays something over $40. This is first class, second is about $8 less, and if he cares to sit for ten hours on the board seats in the third class, it comes to only about $29. Everything is proportionate, and yet the travelers in the States can't see why they have to pay the railroads such a lot of money to get from New York to Philadelphia.

Yes, government ownership of railroads is a great thing, all right. For someone. But that someone isn't the government, it isn't the travelers, and it's a safe bet it isn't the railroad.

70,000 MILES OF STEADY SERVICE

Engine 1797, which is assigned to Engineer W. M. Flack on the Birmingham district, Tennessee division, came out of the shop in May, 1919, after receiving general repairs. This engine has made 70,000 miles since that time, and has never failed to take its turn in freight service.

"This is rather a remarkable performance, and we attribute it largely to the interest displayed in the engine by Mr. Flack, and the care of it," writes C. R. Young, superintendent of the Tennessee division.

It's Milking Time in Attala County, Miss.

How Our Development Bureau and the Dairy Cow Put King Cotton Down for the Count

By H. J. SCHWIETERT,
General Development Agent

THE development bureau of the Illinois Central System has recently completed the third in a series of three dairy promotion campaigns in Attala County, Mississippi. Lectures, charts and motion pictures were used to impress the people of the county with the possibilities of dairying in a country such as theirs, where farming can be stabilized only by the process of returning to the soil the fertility which has been taken from it by years of soil robbing. The campaign was a great success.

Attala County, of which Kosciusko is the county seat, is traversed by the Aberdeen branch of the Illinois Central Railroad. The county is in northern Mississippi, in what is known as the hill country, where the fertility of the soil has become sorely depleted by continuous soil robbing for the past half century or more. Crop production long ago reached the point of diminishing returns to the farmer, and a sincere effort is being made by the citizens to redeem their lands by putting into practice methods that will return to the soil each year more fertility than is taken out of it.

Development Bureau Active

The development bureau took the initiative in this work by putting on a dairy campaign a little more than a year ago, and since that time we have been requested by business men and others to return and follow up with two other special campaigns to sell to the farmers the idea of dairy farming.

The third and last of these campaigns was held the week of October 3 to 8. It was one of the best we have ever held from the point of interest manifested. Thousands turned out to hear the lectures, study the charts and see the motion pictures, to learn what must be done to place their farming operations on a more secure basis. The people were anxious to learn. They came to the meetings to absorb all the information possible, and, after the meetings had lasted until nearly 11 o'clock at night, many lingered to ask questions on feeding the dairy cow to obtain more economical results, what feeds to grow, and how to grow them. In some instances it was necessary to extinguish the lights in order to get them to leave.

Asked Speakers to Return

In practically every instance the farmers asked us to return in the late fall or winter to tell them a continued story of the marvelous transformation that has taken place in various communities where the farmers awoke to the realization that it was "time to milk," as has been the case in several communities in Attala County. Many white-haired fathers and mothers told us, with tears in their eyes, how glad they were that we had shown them how to make their farms profitable, and how to provide themselves with the funds to make rural life more attractive and to educate their children.

In the communities where dairying was started two years ago, the farmers who forsook "Old King Cotton" and went to milking said it was the best move they ever made. They declared they could not understand why they had not started sooner.

One farmer told me how, through the influence of his wife, they had gone into dairy farming when the Illinois Central helped to establish the co-operative creamery at West, Miss. They found it so much more profitable than growing cotton with their depleted soils and the ravages of the boll weevil that they have not grown a stalk of cotton for three years. He has vowed never to grow another stalk. He has found dairying and poultry raising a safer and surer system of farming.

"Since we commenced dairy farming," his wife told me, "we have sent our oldest daughter to college, and this year two more of our daughters are enjoying the same privilege."

How to Tell the Dairy Farmer

In every instance where we held meetings it was an easy matter to distinguish between the dairy and cotton farmer without asking any questions. The man who is milking a few

good dairy cows has about him an air of certainty and positiveness that distinguishes him from the cotton farmer. The dairy farms are well kept, and as a rule we found the homes on these farms nicely painted and the barns and other buildings in a good state of repair.

Dairy farming has advanced so rapidly in Attala County that Clyde Hester, whose widowed mother was enabled to send her boy to college through the aid of the dairy cow, organized the Kosciusko Creamery about two years ago. Dairy development was then on in earnest. Not only were the farmers interested, but the bankers, merchants and other business men began talking the subject.

In less than two years the Kosciusko Creamery is manufacturing as high as 50,000 pounds of butter a month. This rapid development would do credit to any territory in the corn belt. The bulk of the cream for the creamery is supplied by farmers of Attala County and is delivered by motor truck or wagon. Many of the farmers make their own deliveries. The creamery now has approximately 200 patrons. Banker Jackson of Kosciusko is of the opinion that at least 75 per cent of the farmers will be milking cows and selling cream in 1922.

The forces of the development bureau were joined by two of the agricultural agents of the Central of Georgia Railway Company for two days. They had been sent over by J. F. Jackson, agricultural agent for that system, to observe how the Illinois Central carries on its development work, with the view of putting some of our methods into practice on the Central of Georgia. They expressed themselves highly pleased with our campaign.

Almost daily new recruits are joining the dairy farmer ranks in Attala County, as evidenced by the number of cream separators that are being sold by local dealers. Attala County farmers are heeding the call of "It's time to milk."

NEWS of the DIVISIONS

AROUND CHICAGO

Suburban Service

Mrs. Sarah Fennell, who has been ill at the hospital, has resumed work as ticket agent at Cheltenham.

Ticket Agent Jessie Shoemaker has resumed work after spending a vacation in Ohio.

The extension to the viaduct at the Randolph Street suburban station is rapidly nearing completion and will be ready for use shortly. This will go a long way toward relieving the present congested condition in handling the morning and evening crowds at this point.

Miss Elizabeth Lilly is on a vacation with her sister, Mrs. Nellie Reeves, who has been in the hospital.

Charlie Brossow, whose wife recently underwent a serious operation, reports she is regaining her health rapidly.

Ticket Agent Eileen Sullivan is now out of the hospital and gaining.

Ticket Agents Amelia Eberle and Mary Boettcher are off on vacations.

Suburban Flagman Harry L. Holmes is off on account of an injury sustained while assisting a woman passenger who attempted to board his train while in motion.

A. Bernard, superintendent of the suburban passenger service, has addressed the following letter to Engineer W. J. Stokes: "I note engine 1409, your engine, consumed only 58 pounds of coal per engine mile during September. This placed you at the top of the list of all suburban passenger engines in the small amount of fuel consumed. This is indeed very gratifying, and you are to be congratulated on your excellent showing."

Magazine Department

Miss Lena J. Tolone, stenographer in the office of the Illinois Central Magazine, was married Sunday afternoon, October 16, to Mario J. Bovaro at St. Anthony's Church, Kensington and Prairie avenues, Chicago. Mr. and Mrs. Bovaro left on a wedding trip to New York and Pittsburgh. After November 1 they will be at home at 10816 Wabash avenue, Chicago.

Office of Auditor of Freight Receipts

Arthur Piper, chief clerk of interline freight accounts, fifth floor, has been in the Illinois Central Hospital more than a month, and he may not be able to return to work for some time.

Edward Stark has resigned to enter the accounting game in the loop.

Miss Ethel Sherwood, daughter of F. B. Sherwood, auditor of freight overcharge claims, was

married Saturday afternoon, October 22, to Homer Park of St. Louis, Mo. Mr. Park is a traveling auditor with headquarters at Carbondale, Ill.

Miss Margaret Magnusen, comptometer operator, was married September 5 to Guy M. Vincent of Parsons, Kan. Before she left for her new home in the Sunflower State, the girls of the office presented her with a hammered silver tray and basket.

Miss Mildred Winegar has become the bride of G. B. Lindstrom. Their honeymoon was a trip East.

Miss Erna Heublein has been married to E. Seeder. The wedding was a quiet one, due to the illness of the bride's mother.

Miss Ida Johnson surprised everybody by announcing her wedding on the first anniversary of her employment. Miss Johnson and R. C. Smith were married secretly. They took a motor trip through Wisconsin and western Illinois.

Miss Alice Spink, who has been on a three months' leave of absence, has returned much improved in health.

Miss Anna Des Camps and Miss Aletha Hastings have returned from a two weeks' tour through the East. While in Washington they had the honor of shaking hands with President Harding.

Miss Mary McDonald enjoyed a two weeks' vacation in Colorado.

F. E. Trude will return the first of the month.

The home of Mrs. L. Swanson (once Florence McDonald) rejoices in the arrival October 18 of a baby boy.

Tuesday evening, October 18, a number of young women gave a surprise party for Miss Blanche Lyon.

When Miss Margaret Maroney left the service September 30, the girls gave a farewell banquet in her honor. Fifty-four of her friends "sat in" to say farewell. The table was beautifully decorated with American Beauty roses and gladiolas.

We were all deeply grieved to learn of the sudden death of Miss Irene Holmgren's father.

The "Sugar Cane Twins," Charlie Zonker and Walter Allaire, have gone South.

Miss May Combs and Miss Susan Lang have announced their annual sorority dance to be held in the ballroom of the Cooper-Carlton Hotel, November 12.

Miss Mabel Skinner will be married October 29.

A. L. Paugh is spending a week's vacation in the South with our old friend, Efficiency Expert William Mills.

Chief Clerk Ed Reha is an expert fisherman. He can prove he is also a great hunter by showing a crane he brought home from his vacation trip and had mounted.

Mrs. Renetta Sterns of Zanesville, Ohio, formerly Miss Renetta Trinosky, and Mrs. J. J. Thompson of Port Dover, Ont., formerly Miss Inez Johnson, send greetings to their Illinois Central friends.

F. E. Bell is to be complimented on the manner in which he supervised the work of the ninth floor during the absence of Chief Clerk Reha on his vacation.

Miss Minnie Puff has rented her home in Elmhurst and will reside in Chicago.

Office, Terminal Freight Agent, Fordham

Chief Clerk Howard C. Willemin and Mrs. Willemin are spending their vacation with friends at Pittsburgh, Pa.

Terminal Freight Agent A. Frantz recently enjoyed a fishing trip at Hamlin Lake, Ludington, Mich.

A presentation of a dozen silver teaspoons by the girls of Fordham Office to Mrs. Joe Dawson, formerly Miss Charlotte Bradley, stenographer in the office of the superintendent of freight service, took place at a luncheon given by Mrs. Dawson September 27. Those present were Misses Rose Benjamin, Lucile Curley, Minnie Harris, Violet Crozier, Anna Gibbons, Margaret Wallace, Ethel Lindberg and Sidney Meziere.

Baggage and Mail Traffic Dept.

Leonard Mayer, our tracing clerk, and Miss Frieda Haderer have been absent this month on account of sickness.

Mrs. Courtright, while on her way to the train at Parkside, October 17, fell, breaking both arms.

Miss Vesta Shoesmith recently visited Mr. and Mrs. Carlson at Fredonia, N. Y.

Fred Laenhardt has sufficiently recovered his health to return to work, and for the time being will be in the 63rd street mail room.

ILLINOIS DIVISION

Superintendent's Office, Champaign

Miss Billie Friend, file clerk, has returned from a two weeks' vacation spent with her parents, Mr. and Mrs. T. J. Friend, Flora, Ill.

"Safe Handling of Explosives and Inflammable Articles in Transit" was the subject of an illustrated lecture by Col. James M. Taylor of the Bureau of Explosives at Washington, given before employes of the Illinois Central, Monday night, October 17, at Trainmen's hall. This lecture is the first move in a campaign for more careful transportation of merchandise and other goods on railroads.

Kankakee Freight

On September 27, R. S. Stith, warehouse man, had his right leg broken. He was loading a heavy piece of machinery on a truck which slipped, causing the accident.

Train No. 55 was wrecked in Kankakee yard October 4, caused by a broken truck. Seventeen cars of perishable freight were wrecked, three completely demolished and eleven partly wrecked, making it necessary to transfer the contents.

C. E. Cartier, clerk, after four years' service, resigned October 5 to accept a position with the Standard Oil Company.

As an extra precaution to prevent crossing accidents, Claim Agent C. D. Cary has presented each of the crossing flagmen with a police whistle, instructing them to "toot" it vigorously when trains are approaching.

Champaign Freight

Harry Mitchell, cashier, left Monday, October 17, on a two weeks' vacation.

Miss Helen Sullivan, who formerly held the position of expense clerk, is now working in the accounting department of the superintendent's office. Miss Amelia Feldhake of Effingham, Ill., is filling the position vacated by Miss Sullivan.

Julius Bialeschki, warehouse foreman, was called to Shelbyville, October 14, on account of the death of his grandfather.

Effingham Freight

Barney J. Utz, cashier in the freight office,

left with his brother October 16 for Tucson, Ariz., his brother going there for his health.

Miss Amelia Feldhake, who was laid off in the reduction in the force at the agent's office, has accepted a position at the freight office at Champaign.

Kankakee Yard and Roundhouse

Engineer O. A. Johnson has motored to Minnesota to look over his farm.

Carl Norden, car foreman, has purchased a new automobile.

Engineer C. C. Strauss and Mrs. N. Dick were married October 8, 1921, and spent their honeymoon in Chicago.

Mrs. L. W. Cummings, wife of machinist at Kankakee, underwent a surgical operation at the emergency hospital, and is getting along nicely.

Chief Yard Clerk E. J. Brosseau has purchased a new automobile.

Miss Ursula Grutus of Terre Haute visited a week with her sister, Mrs. E. Damon, wife of Yardmaster Damon.

W. F. Hardgrove, switchman, was off the week of the 15th, attending Masonic meetings in Chicago and Omaha.

Kankakee had a large fire in the business district, October 15. The D. M. Norris & Son hardware store burned to the ground. J. R. Brayton, night yardmaster, who lived in the adjoining building, was driven out by the fire.

Champaign Yard and Roundhouse

W. H. Donley, general foreman, returned to his apartment Saturday evening, October 15, and found that burglars had entered his home and taken about $700 worth of jewelry, etc.

William J. Cochrane, boiler inspector, was seriously injured October 7 when he was struck in the right eye with a piece of metal just as he was entering a fire-box door. The piece of metal was from a tool used by Boilermaker John Coady, who was working inside the fire-box. Mr. Cochrane was rushed to Doctor Kirby, who made arrangements with the Illinois Central Hospital at Chicago and accompanied Mr. Cochrane to Chicago on train No. 24. Mr. Cochrane is reported as improving daily. However, it is still doubtful whether he will lose the sight of his eye.

Firemen L. C. Hagler and H. C. Griffith resigned from the service on the Champaign district October 1 to engage in other business.

The W. J. Zitterel Contracting Company of Webster City, Iowa, has been working at the Champaign roundhouse for the past few weeks, installing a new turntable which is to be 100 feet 8 inches long, taking the place of the 85-foot table. The assignment of some of the 2900 class engines to the Illinois division brought about the installation of the larger turntable, the smaller table not being large enough to turn this type of engine.

M. R. Marmion, day roundhouse clerk, resumed his duties on Monday, October 17, after several days' illness.

V. U. Powell, master mechanic at Burnside, was a visitor at the Champaign roundhouse Monday, October 17.

Mrs. Arthur Beam, wife of Pipe Fitter A. Beam, left Champaign Saturday, October 15, for McComb, Miss., where she will spent the balance of the month visiting relatives.

WISCONSIN DIVISION

James Kiley, section foreman at Dodgeville, Wis., was born in Carmarthon, South Wales, December 1, 1858, and died at Dodgeville, Tuesday, October 4, 1921. The cause of death was cancer, says the Dodgeville Chronicle of October 13.

Mr. Kiley lost his mother when three years of age, and two years later came to America, locating in Boston. Two years later he came to Mazomanie, where he grew to manhood. Here, too, he was married January 24, 1883, to Miss Anna Deneen. To this union were born five sons, all of whom are living.

Mr. Kiley is survived by his wife Mrs. Anna Kiley of Dodgeville, and his five sons—Michael of Chicago, William of Montfort, Clarence of Dodgeville, Walter of Cortez, Colo., and Frank of Blue Earth, Minn.

When the Illinois Central was building to Dodgeville, Mr. Kiley came to that city as one of the foremen of construction, and when the road was completed he was given the foremanship of the Dodgeville section, and moved his family there. He had been a valued employe of the Illinois Central for thirty-three years. The respect and appreciation in which officials of the company held Mr. Kiley is shown by a telegram from the general manager of the system and a letter from the roadmaster of the Wisconsin division to Mrs. Kiley after the death of her husband.

For thirty years Mr. Kiley was chief of the fire department of Dodgeville, and saw the equipment grow from a "bucket brigade" to a

James Kiley

modern fire fighting outfit, including a chemical motor truck and pump. Many towns of many times the size of Dodgeville could not boast of a fire chief with the initiative and the executive ability of "Jim." He also served the city for a time as alderman.

Railway officials, ex-officials, and out-of-town employes who attended the services Saturday, October 8, were L. W. Wallom, supervisor of the Madison and Dodgeville district; John Sullivan, ex-supervisor; John Reardon and Charles Shafer, conductors; Charles Vial (engineer) and Mrs. Vial; N. H. McCaffery (engineer) and daughter Florence; Gordon Reigard, engineer; W. Hummer, bridge constructor, all of Freeport, and R. H. Carter, agent at Jonesdale.

Bloomington, Ill.

Miss E. E. Moore has returned from a month's vacation in Spokane, Wash. She reports an enjoyable trip, and in addition secured routing on a car of lumber moving from Spokane to a point on the Erie Railroad, the car to be given the Illinois Central at Council Bluffs.

Agent C. E. Slonaker was a member of a party of agents given a trip over the Illinois Central Southern lines and the Yazoo & Mississippi Valley in recognition of the showing made during the "No Exception" campaign. Bloomington was one of two stations on the Wisconsin division to make the greatest reduction in exceptions during that period.

Here's one for prompt handling of cars for unloading: Car RPX 517 arrived here at 10:40 a. m. today, was placed for unloading at 10:50 a. m., released at 12:40 p. m. and lined up for movement to Roxana, Ill., at 12:50 p. m. Time consumed, 2 hours and 10 minutes.

Minonk, Ill.

The many friends of S. A. Roberts will be pleased to learn that he has been promoted to the position of district foreman, with headquarters at Freeport. E. R. Price of Chicago succeeded Foreman Roberts.

Miss Jessie Roberts, 31 years old, daughter of Foreman S. A. Roberts, died in Chicago, September 6, and was buried at Omaha.

The yards are now in the finest shape ever known, due to the work of Foreman Roathe and his men. The "hump" in the south end is fast disappearing since it was made known the dirt could be had for the hauling. When this is entirely removed and the old ponds of the coal company at the north end are filled Minonk will make them all sit up and take notice when it comes to neat station grounds.

The Minonk mine is again in full operation, after having installed considerable new equipment consisting, in part, of a new steel tower, tipple and shaker screens and automatic dumping and weighing machinery.

The potato season is now at its height. Our drive is never without one or more cars of potatoes. They are selling at from $2, at the start, to as low as $1.25 a bushel.

MINNESOTA DIVISION

Superintendent L. E. McCabe has returned from Memphis, Tenn., where he was called on business.

Trainmaster L. E. Strouse has returned from a two weeks' vacation spent in Minneapolis and St. Paul.

Frank Hardy, trainmaster's clerk at Waterloo, and Miss Nell O'Herrin of Dubuque were married October 4 in the Cathedral at Dubuque.

A FOOT-LOOSE AND CARE-FREE PAIR

Here we have, on the hood of the car, ThirdTrick Operator C. W. Atkinson of Minonk, Ill., Wisconsin division. The other man is his friend, Paul Cunningham, with whom he is touring California. The two left Minonk, Monday, September 12, driving this car, which has a body they made themselves. They carry a grip on each side, and everything else, including a "pup" tent and complete cooking outfit, goes under a waterproof covering in the rear. They report rains and mud, but a good time.

After spending their honeymoon in New Orleans and Wichita Falls, Texas, they will reside in Waterloo.

Misses Genevieve Sims and Hilda Blichman recently spent the week-end in Chicago.

Our sympathy is extended to Conductor L. L. Cooling, in the loss of his little daughter, Aerial, aged 9, who passed away October 6 at their home, Needham Place, Dubuque, Iowa.

J. R. Morphew and C. W. Lentz of the bridge and building department, Chicago, were in Dubuque recently.

J. B. Cornelius, conductor on Nos. 31 and 32 for the past several years, was retired on a pension September 1, on account of failing health. He has been succeeded by T. Flynn.

A baby daughter arrived at the home of Roadmaster H. Rhoads, October 5.

Our sympathy is extended to Frank Meyer, messenger in the superintendent's office, in the loss of his father, George J. Meyer, who died at his home in Dubuque, September 28.

Mike Oster, assistant chief clerk to the superintendent, recently purchased an automobile.

D. W. Loban, who became agent at Osage, Iowa, in the fall of 1887, and who has been in practically continuous service of the company since, has now retired from that work and is placed on the list of pensioners by the company. When Mr. Loban took charge at Osage, he relieved Frank Munger as agent. With the exception of five years in Waterloo and four years in Galena, Ill., he has been in charge of the Osage station since. In all these years of service, he has not missed more than six months from his labors. Mr. Loban is now connected with the Monarch Film Co.

INDIANA DIVISION

Mattoon Shops

T. J. McGinnis, clerk in the special accountant's office at the Mattoon shops, has returned to work following an operation for appendicitis.

Miss Freida Byerly has become stenographer in the office of the division storekeeper at Mattoon.

Ralph Rhue has been transferred as stockkeeper at Palestine. He is the father of a daughter.

C. H. Love, machine foreman, and Mrs. Love have returned from a vacation in Oklahoma City.

J. A. Bell, master mechanic, and Mrs. Bell have returned from Gainesville, Ga., where they accompanied their daughter, Mildred, who entered Breneau College.

A representative of the Mattoon (Ill.) Journal-Gazette, in conversation with Agent M. Dorsey, was "called" for having a lighted cigar with him. Mr. Dorsey stated that the rule of "No Smoking" had been followed by him in all the forty years that he had been dealing with the care of railway property in freight houses, during all of which time, he said, "I have not had a single fire loss," and he reached over to a wooden pillar of the freight platform roof and "knocked on wood," showing that the Lord Chesterfield of the Indiana division has also the common human emotion of prudence.

W. C. Scott, third trick telegrapher at Newton, Ill., who is relieving Elmer Moore, now on a vacation, was held up at the Illinois Central station, at 2 o'clock the morning of October 6, overpowered, bound and locked in the cold storage room across the tracks to the east. The robbers knocked the combination off the office safe with a hammer and took about $50. Three men are reported to have been engaged in the hold-up and safe looting. Discovery of the robbery was made by the Mattoon dispatcher's calling Newton. Receiving no answer he switched to Olney and told of his belief that something was wrong. The Olney telegraph operator telephoned to the residence of R. E. Bayles, Newton agent, who at once went to the Newton station and found out what had occurred.

SPRINGFIELD DIVISION

The bridge and building department of the Illinois Central performed rather a unique job September 25, when it picked up a depot at Jenkins Switch, three miles west of Clinton, Ill., and moved it a distance of forty miles to Teheran, near Havana. The structure was a fair sized building, 16x40 feet. The agency at Jenkins was discontinued over two years ago. The building was loaded on flat cars. While passing the coal chutes at Lincoln it was necessary to roll the building to one side of the flat car in order to clear, and in passing two other places it was rolled to the opposite side and later readjusted. The transfer was made in one-half day.

ST. LOUIS DIVISION

E. H. Smith, freight train performance clerk, attended the state convention of the American Legion at Decatur, Ill., October 9 to 11.

Trainmaster W. R. Givens, Mounds, is off duty on account of illness.

D. W. Saunders, general foreman, Mounds, has been appointed general foreman, Twenty-seventh street, Chicago, Ill. H. C. Elsner, roundhouse foreman, Mounds, has been promoted to general foreman at that point. T. H. Cary, from Burnside, has assumed the duties of roundhouse foreman, Mounds.

Ice Inspector George E. Titus, Mounds, has been in the hospital at Chicago for special treatment for some time.

Walter Trammel, check clerk, Carbondale, who has been off duty for some time on account of illness, is able to be back to his post of duty.

General Car Foreman W. J. Biggerstaff, Mounds, resumed his duties October 10 after a few days' leave of absence.

William Ashley, son of Conductor C. H. Ashley and formerly employed in the division office, Carbondale, has been in Holden Hospital, Carbondale, for a number of weeks, having successfully undergone two operations.

Conductor Harry Adams, Centralia, is aiding in the fuel conservation drive by his skill in drawing, furnishing sketches to make more impressive the idea of saving fuel.

Marcus Vitt, 8-year-old son of Switchman A. A. Vitt, Carbondale, died October 15.

Mrs. Mary O'Connell, mother-in-law of Chief Clerk H. C. Culley, Carbondale, died Sunday, October 16, and was buried at Grand Tower, Ill., October 18.

Centralia, Ill.

Clerk Glen Stonecipher and Mrs. Stonecipher are the parents of a boy.

Clerke Everett Beebe and Mrs. Beebe are also the parents of a boy.

John Sproat of Clinton, Ill., has become secretary to Trainmaster F. T. Gibbs.

General Yardmaster R. E. Adams, Assistant Yardmaster J. F. Smithers and Hump Clerk J. E. Combs are able to be on duty again after recovering from an automobile accident August 31. The car in which these men were going to work, owned by Mr. Adams, skidded at a

sharp turn in the road and turned over three times.

J. R. McFarland, conductor on the St. Louis division, has been appointed assistant general yardmaster at Centralia.

Gottlieb Reichman, clerk at the south scales, and Miss Ethel Bateman of Irvington, Ill., were married a short time ago.

Switchman F. M. Miller is off duty for a few days because of a mashed thumb. While making a coupling his thumb was caught in the pin.

Business has increased on the St. Louis division to such an extent that it was necessary to resume work on the second shift of the hump at Centralia.

Michael J. Moffett, agent for the Illinois Central at Pinckneyville, Ill., St. Louis division, died at his home Thursday, October 13, at the age of 61 years. Death was due to heart trouble and other complications. For several years he had been in failing health, but he kept steadily on most of the time in the performance of his duty as agent, until six weeks ago, after beginning his day's labor at his desk, he became very ill and returned to his home.

Michael J. Moffett

Funeral services were held Saturday, October 15, at St. Bruno's Catholic Church, of which he was a devout member. Following the regular church service by the pastor, Father Strumpf, assisted by Father Schauerte of Murphysboro, Father Eschmann of Du Quoin spoke beautifully of the life and work of Mr. Moffett.

Mr. Moffett was born at Edinburg, Ind., April 8, 1860. Being thrown upon his own resources at a very tender age, he began his railway career when he was 13 years old, working as a section hand. Later he learned telegraphy and other office work. In 1889 he went to Pinckneyville as ticket agent and later, by strict attention to his work, faithfulness, co-operation with his fellow men and the company, he was made agent.

He was esteemed by all the officers and employes. The railway men had confidence in his judgment, and he was highly respected by them and the public. Many a ticket Mr. Moffett bought with funds from his own pocket for some unfortunate traveler at the Illinois Central station. More than once he sent some small boy to his home, telephoning his good wife to give the little waif something to eat and some clothing.

Mr. Moffett was married to Miss Frances Bischof March 2, 1897. She died October 23, 1903, leaving two little girls, Marcella and Mary Agnes. January 17, 1906, he was married to Miss Hannah M. Bischof. To this union was born one son, Owen.

Among railway men who attended the funeral were W. Atwill, superintendent of the St. Louis division, Trainmaster Frank Hatch and Joseph Youngblood of Carbondale, Robert Moeser of Belleville, David Brownlee of St. Louis, S. T. Turlay and Morris Mulconnery of East St. Louis. —Contributed by Miss Marie Eaton, deputy county clerk.

In a spectacular early morning fire October 12, the Illinois Central station at Marissa, Ill., was totally destroyed, entailing not only the loss of the building, but the destruction of several thousand dollars' worth of freight.

The fire was discovered at about 4 a. m. by Harvey Church, night telegraph operator. He barely had time to send the call in the station and flee.

Two thousand pounds of carbide was stored in the freight-room. As soon as the water hit this, there was an explosion, but no one was injured. Many fruit cans exploded, the cans being hurled high into the air.

The station's supply of tickets was destroyed.

KENTUCKY DIVISION

J. William Ferguson, 21, station agent for the Illinois Central at Rockport, Ky., died September 29 in the Illinois Central Hospital at Paducah as a result of a fracture of the skull and internal injuries. Ferguson was found lying between the rails near the Rockport station, but too late to keep a fast passenger train from striking him, according to the report. How Ferguson happened to be between the tracks has not been learned. It is possible that he was assaulted and then thrown on the tracks to cover the crime. Ferguson had been in the employ of the Illinois Central since a lad. Until a few weeks ago he was employed at the station at Sturgis, Ky. He was a member of the Masonic and Odd Fellows lodges.

Christopher Klinger, commercial agent of the Illinois Central, who died at Louisville, Ky., on July 2, was possessed of more than the ordinary sense of foresight. He seemed to have a premonition of his death. Sunday, June 5, he slipped into his office and saw to it that his desk was in its usual good order. He then went home, made all arrangements necessary in the event of his death, and, going to bed, seemed to sense that his death would only be a question of days.

With the closing of that desk, there was ended the career of one of the Illinois Central's most widely known representatives.

Mr. Klinger was born March 13, 1857, in Louisville, in which city his entire life was spent. There it was he received his education in the public schools, high school, and finally business college. There it was he learned the trade of lithographer and engraver. And there it was his railway career began and ended.

His first railway position was with the old Jeffersonville, Madison & Indianapolis Railroad, now a part of the Pennsylvania System, where he served as a yard clerk for a year. During the eighteen months following he was a checker on the Monon platform.

In 1883 Mr. Klinger entered the service of the Chesapeake & Ohio Southwestern as assistant agent at Fourteenth and Kentucky streets, a position which he held until 1903, during which time the C. & O. S. W. became a part of the Illinois Central

July 1, 1903, Mr. Klinger was made contracting freight agent at the Louisville commercial office, and by a singular coincidence it was exactly seven years later, July 1, 1910, that he was appointed commercial agent at Louisville, succeeding T. B. McCabe, deceased.

Conservative, frank, sincere, he was a man of singular characteristics. His business judgment was sound. He was thrifty, and more—he was not ashamed of it. Of a retiring disposition, he detested publicity—so much so, in fact, that you

will not find a photograph of him, save an occasional group picture taken while on an official errand. But the outstanding point in his life was his large circle of friends. President, clerk or laborer, he knew them all. Many are they, including a host of employes of the Illinois Central System, who will miss "Chris" and his genial, wholesome manner.

TENNESSEE DIVISION

Jackson, Tenn.

C. E. Sieber, traveling engineer on the Mississippi division, is back at his post, looking much improved, after several days in the hospital at Chicago.

W. Wilcox, roundhouse foreman at Jackson shops, is enjoying a well earned vacation.

B. D. Little, erecting foreman, has moved into the new home which he just completed on Fairground street.

Mr. and Mrs. James O'Conner are receiving congratulations upon the arrival of a son, who has been named James O'Conner, Jr.

Dyersburg, Tenn.

Agent W. N. Waggoner attended a meeting of officials and agent in Memphis, October 4, in regard to the method of handling cotton at compress points.

Miss Jemmie Pritchard, demurrage clerk, spent a few days in Hickman last week.

Fulton, Ky.

Superintendent C. R. Young and Trainmasters H. W. Williams and J. J. Hill spent several days last week in Memphis, working on the new timetable.

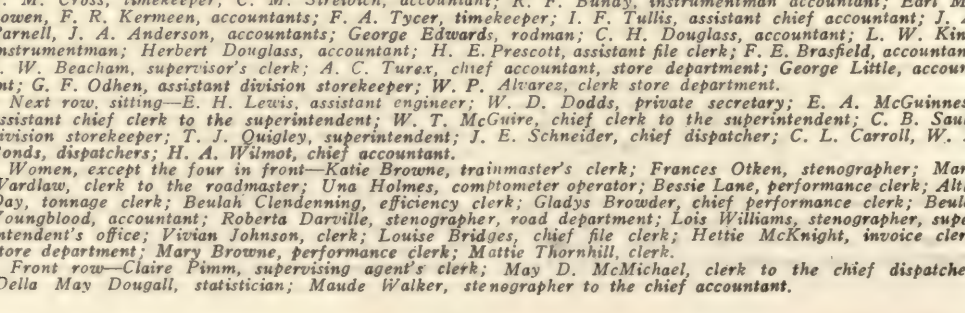
W. H. Cox, track supervisor, and Mrs. Cox are enjoying their vacation in Hot Springs, Ark.

B. E. Albert, general car foreman, attended the Tri-State Fair in Memphis last week, as also did General Foreman Huddleston.

A. N. Matheney, storekeeper, surprised his many friends, Saturday, September 24, when he and Miss Ruby Norris of Fulton were married.

Dr. Joseph Read Luten of Fulton, local surgeon for the Illinois Central forty-four years, died Sunday evening, September 11, at his home in Fulton. He had been critically ill for five weeks. Doctor Luten was born in Moscow, Hickman County, Kentucky, March 6, 1843. At the breaking out of the Civil War he enlisted in Capt. H. A. Tyler's Company of Forrest's cavalry, in which he served faithfully until he received his honorable discharge. In 1864 he completed his education in medical universities in Philadelphia and New Orleans, and in 1875 he located in Fulton. He was appointed local surgeon for the C. O. & S. W., later the Illinois Central, in 1876, and was in active service until his death. In 1881 he was elected to the legislature from Fulton and Hickman counties.

LOUISIANA DIVISION OFFICE FORCE



Left to right, standing—Carl McGowen, messenger; O. E. Bell, auditor; J. E. Cope, Sr., car distributor; F. M. Cross, timekeeper; C. M. Streibich, accountant; R. F. Bundy, instrumentman accountant; Earl McGowen, F. R. Kermeen, accountants; F. A. Tycer, timekeeper; I. F. Tullis, assistant chief accountant; J. A. Parnell, J. A. Anderson, accountants; George Edwards, rodman; C. H. Douglass, accountant; L. W. King, instrumentman; Herbert Douglass, accountant; H. E. Prescott, assistant file clerk; F. E. Brasfield, accountant; J. W. Beacham, supervisor's clerk; A. C. Turex, chief accountant, store department; George Little, accountant; G. F. Odhen, assistant division storekeeper; W. P. Alvarez, clerk store department.

Next row, sitting—E. H. Lewis, assistant engineer; W. D. Dodds, private secretary; E. A. McGuinness, assistant chief clerk to the superintendent; W. T. McGuire, chief clerk to the superintendent; C. B. Sauls, division storekeeper; T. J. Quigley, superintendent; J. E. Schneider, chief dispatcher; C. L. Carroll, W. P. Bonds, dispatchers; H. A. Wilmot, chief accountant.

Women, except the four in front—Katie Browne, trainmaster's clerk; Frances Otken, stenographer; Marie Wardlaw, clerk to the roadmaster; Una Holmes, comptometer operator; Bessie Lane, performance clerk; Altha Day, tonnage clerk; Beulah Clendenning, efficiency clerk; Gladys Browder, chief performance clerk; Beulah Youngblood, accountant; Roberta Darville, stenographer, road department; Lois Williams, stenographer, superintendent's office; Vivian Johnson, clerk; Louise Bridges, chief file clerk; Hettie McKnight, invoice clerk, store department; Mary Browne, performance clerk; Mattie Thornhill, clerk.

Front row—Claire Pimm, supervising agent's clerk; May D. McMichael, clerk to the chief dispatcher; Della May Dougall, statistician; Maude Walker, stenographer to the chief accountant.

Hamilton Watch

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The Watch of the Greatest Mileage

This is a country far excelling all others in railroad mileage. The pre-war railroad mileage of the United States was 249,852 miles—more than twice the totals of Canada, the United Kingdom, France, and Germany added together.

That the Hamilton Watch should be the most popular timekeeper over the world's greatest railroad mileage is a fact worth thinking about when you buy a watch.

Patrick J. Landy, the efficient conductor shown here, runs out of Chicago on the Fast Mail—No. 9 on the C. & N. W. He brings back the Iowa-Dakota Express. His service with the C. & N. W. began in 1879. He bought his Hamilton Watch "in the nineties." He is still running trains by it.

When you buy, inspect the Hamilton models that railroad men favor, particularly 992 (16 size, 21 jewels). Hamilton Watches range in price from $40 to $200; movements alone, $22 (in Canada, $25) and up.

Send for "The Timekeeper," an interesting booklet about the manufacture and care of fine watches. The different Hamiltons are illustrated, and prices given.

HAMILTON WATCH COMPANY

Lancaster, Pa.

Funeral services were held from the family residence Tuesday afternoon, September 13.

Superintendent C. R. Young addressed a letter of commendation to Conductor J. J. Powers, Jackson, Tenn., October 5, with reference to interest manifested by him while in charge of Train 51, Engine 1734, at Corinth, Miss., September 30. Engine 1734 broke reversing gear and could not be used in backward motion. Conductor Powers used Switch Engine 659 at Corinth to set off Corinth cars, and obtained clamps, bolts and parts removed from cars on hand at Corinth and made repairs to the engine so that the train could be handled to its destination. The train was delayed only thirty-five minutes at Corinth for making repairs and arrived at Haleyville ahead of schedule. Superintendent Young wrote: "The interest and good judgment manifested in this case are appreciated by myself and other division officers and substantiate the statement that I have repeatedly made that the men on the Tennessee division are equal to any emergency that may arise. The interest and action taken by you in this instance are the sort of things that go a long way toward making a first-class railroad."

Engineer J. E. Green has written from Mounds, Ill., to Master Mechanic L. Grimes at Jackson, Tenn., as follows:

"This is to advise you that my fireman and I are in and have been in, the fuel campaign since it has been on.

"First, I wish to say, for an engine crew to accomplish success in such a campaign, they must be equipped with the best material with which to work—they must co-operate with each other.

"I feel very proud of my position as locomotive engineer in the employment of the most splendid railroad in the world, and I am very proud of the shop force at Jackson, Tenn., with whom I am associated, and their excellent service in co-operating with the enginemen in assisting us in the up-keep of our engines. I can, however, speak only of the condition of my own engine in this case, for it is the only one which I have run. I am truly glad to advise you that this engine is in excellent condition, due to the splendid service of your shop force. According to my belief, Engine 1735 has been out of the shop a little more than thirteen months, and I will say that the machinery and draft rigging are beyond question.

"As evidence of my statement above, I will give the accomplishments of my engine on my last trip:

"We were listed out of Jackson on Train No. 52, September 8, called for 4:15 p. m. on engine and 4:30 p. m. on train. Left Frogmoor 4:50 p. m. with 1,858 tons; met No. 5 at Oakfield, on time; came to Martin, delayed 1 hour 45 minutes doing work and letting trains No. 24 and No. 10 pass; filled to 2,300 tons at Martin; ran coal chute at Fulton, and arrived at Mounds at 1 a. m., September 9; made a coal ticket for six tons of coal there, which would amply fill space in tank.

"The safety valves were open only once, and that was due to my having to shut engine off unexpectedly and reduce speed of my train."

MEMPHIS, TENN.

Miss Corynne Jackson was married October 15, at Memphis, to Edwin H. Bock. The ceremony took place at the Autumn Avenue Presbyterian Church, the Rev. J. B. Carpenter officiating. Mr. Bock is chief clerk to R. J. Car-

"Most Comfortable Ever Worn"

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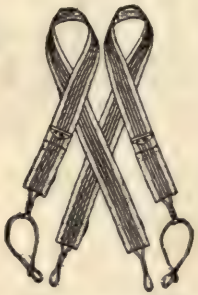

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Ask Your Dealer. If he hasn't them, send direct, giving Dealer's name. Accept no substitute. Insist on NU-WAY or EXCELLO. Our Guarantee Label attached to each pair.

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The Diamonds, set in platinum, are mounted so as to look like one large single stone. Has the exact appearance of a solitaire that would cost three or four times as much. $115 Rings reduced to

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The new popular **"PRINCESS"** Ring, shown in center, is solid 18-k White Gold or 14-k Green Gold, pierced and engraved. Fine Diamond. $150 Rings reduced to **$100.** Proportionate reductions on all other rings at **$125, $150, $200** up.

14K

Diamond Rings - - - $25 up
Diamond Bar Pins - - - $35 up
Wedding Rings - - - $5 up

USE YOUR CREDIT

Diamond Scarf Pins - $10 up
Diamond Cuff Links - - $8 up
Pearl Necklaces - - $7.50 up

WRIST WATCH

Solid 18-k White Gold, engraved; looks like genuine platinum. Full Jeweled imported movement, guaranteed. Silk Ribbon Bracelet. Special at $35. Other Solid Gold Wrist Watches $26 up. Gold filled, $15 up

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MEMPHIS TERMINAL DIVISION
Mechanical Department

L. T. Fox, machinist, erecting shop, was injured recently by a piece of steel striking him in the eye. He has resumed work.

P. Lauders, machinist's apprentice, was injured by being caught between the table and frame of a boring mill. He has resumed work.

C. F. Newman, machinist, erecting shop, has returned home from San Antonio, Tex., where he was called by the illness of relatives.

L. R. Watson, machinist, erecting shop, who had the misfortune to lose both of his children the first part of the month, desires to thank his shopmates for their sympathy and assistance in his bereavement.

O. F. Heckinger, machinist, fitting shop, has returned to work after an illness of ten days.

Mark Hansen, machinist apprentice, fitting room, who has been on the injured list with a mashed finger, caused by striking it with a hammer, has returned to work after an absence of a few days.

William Kelley, machinist, erecting shop, has resumed work after being on the sick list for a few days.

G. A. Gaden, roundhouse foreman, has resumed his duties after a two weeks' vacation.

William A. Frost and Mrs. Frost have returned from Chicago, where they were called by the illness of a relative.

E. M. Lyle, machinist, roundhouse, who has been on the sick list for the last ten days, has so far recovered as to resume work.

R. Burdell, machinist's apprentice, who had the misfortune to lose the end of his finger which was caught between the tool holder and dog of a lathe, has resumed work.

The Memphis Illinois Central indoor baseball team would like to arrange a series of games with Memphis teams or any clubs from outside the city. Address George Marrero, manager, Illinois Central Shops. In the series of baseball games between the Memphis and Nonconnah shops at Gaston Park much interest is being taken by employes. The features of the games to date have been the catching of Waycoster and the pitching of Carpenter. Much credit must also be given Daddy Wilkes, the Babe Ruth of the team, who distinguished himself by timely hits and daring base running for the Nonconnah shops, and the pitching and catching of the Arnold brothers. The games to date have been as follows: First game, Memphis, 15; Nonconnah, 8; second game, Memphis, 9; Nonconnah, 15; third game, Memphis, 7; Nonconnah, 5.

F. Reedy, blacksmith shop, has returned to work after an illness of several days.

MEMPHIS DIVISION

Supervisor D. L. Meeks and family are at Hot Springs, Ark., in search of good health. M. L. Long is relieving Mr. Meeks.

G. L. Edwards, agent at Tutwiler, has purchased a handsome residence on exclusive Peabody avenue, Memphis.

Conductor Todd is off duty on account of illness.

Wilson Dorsey, division gardener, is busily engaged in improving the parks and section house lots on this division. He will place hedges and flowers around the parks, of which we have twenty-eight, and also furnish flowers for all section houses next year.

"We Can't Keep House Without Sloan's

WE always keep Sloan's Liniment right where we can lay our hands on it. We use it for every sort of external ache or pain, rheumatism, neuralgia, backaches, stiff joints, sprains and strains."

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35c, 70c, $1.40

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Sloan's Liniment Pain's enemy

Railroad Men!

Is the constant vibration and physical strain of train service lowering your vitality and strength? Most railroad men suffer from

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troubles *caused* by vitamine deficiency and developed by the rocking and jar of train motion.

If you are not feeling absolutely fit—tire easily—think a tonic would do you a lot of good—then you should take these wonderful natural vitamine food elements.

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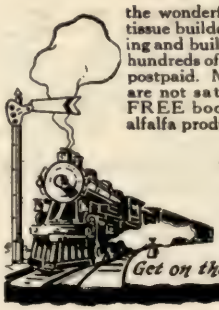

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Get on the ROAD TO HEALTH

Instrumentman S. P. Critz is on a short vacation.

Mrs. Cross, wife of Rodman Cross, was seriously injured in an automobile accident last week.

Mrs. Bill Wolf, accounting department, superintendent's office, is on her vacation.

James Doherty, file clerk, has resigned his position with the road.

Joe Gulo, car distributor, has left Central Station for the tower of Lake Cormorant.

The following is the motto of the accounting department in the superintendent's office at Memphis:

W hen you get down of mornings
O ut with your work.
R oll up your sleeves, boy,
K ick in and don't shirk.

L et the little jobs wait,
I f they must, for a while,
K ill all the tough nuts—
E ach one—with a smile.

H ave no fear of their bigness.
E ach is simple, you'll find,
L ag not, and at night
L eave a clear deck behind.

MISSISSIPPI DIVISION

Hugh Jennings, foreman of a construction gang in the employ of the Illinois Central, was killed by a local freight train September 29. Mr. Jennings, whose crew was working near Pickens, was superintending the men operating a concrete mixer, which was preparing material to put in some forms that were placed under a culvert. The mixer was making a good deal of noise, and he did not notice the approaching train until too near him to get out of the way. The engine struck him, killing him instantly. Mr. Jennings was a middle aged man, having been married several years. His home was in Grenada.

LOUISIANA DIVISION

Supervising Agent W. E. McCloy and Mrs. McCloy are spending their vacation in Missouri.

Everybody on the Louisiana division is preparing for Perfect Package month.

Trainmaster E. L. McLaurine has returned from a short vacation spent in Arkansas.

H. E. Prescott, assistant file clerk, is at work after spending some time in the Illinois Central Hospital in New Orleans.

Miss Beulah Youngblood, accountant in the superintendent's office, was the first person to vote in the recent election in McComb, Sep-

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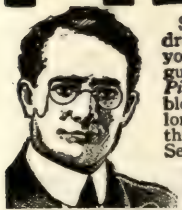

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tember 30. This was her first vote and it happened that it was cast on her birthday.

Mechanical Department

A campaign has been begun by Master Mechanic Roddie and General Foreman Royal to make McComb the cleanest shop on the system. Two flags have been made, one white and the other black. The white flag has "Cleanest Shop," while the black flag has "Dirtiest Shop" painted across the face. An inspection committee has been appointed by Mr. Royal, composed of Blacksmith Foreman W. J. Shea as chairman and Foremen Abbott and Hunt as committeemen. Inspections will be made each second and fourth Monday. Any recommendations made by the committee will be written up to each man concerned, and any irregularities handled for correction. One inspection has been made, and it was not necessary to place the dirty flag. The shops were found in good condition. The committee reported that the foundry was in better condition than it had been in forty years.

Erecting Foremen Lyons and Haley have returned from a vacation. Foreman Lyons visited Buffalo, Chicago and points in the East. Foreman Haley recuperated at Brown's Wells, Miss. Foreman Shea also visited in Mobile and along the Gulf coast.

Government Inspector Bennett paid us a visit this week. Mr. Bennett says, "It's like taking a vacation to come to McComb."

General Foreman Royal is receiving congratulations on the arrival of a son September 3, George Clinton.

Engine Carpenter H. D. Boussoun has returned to work after being off several days on account of injury. Mr. Boussoun was sent to the Illinois Central Hospital in New Orleans, and is enthusiastic over the good treatment he received while there.

The sympathy of all is extended to General Foreman Miller, Asylum, formerly employed at McComb, and Machinist O. L. Miller, of McComb shops, in the death of their wife and mother, which occurred September 15.

VICKSBURG DIVISION

L. R. Swisher, chief dispatcher, reports business at local shipping points in excellent progress, with a car supply sufficient to protect all demands.

Conductors Hoke and Witherspoon and Dispatcher R. L. Page are keeping quiet about developments around El Dorado, but recent news of several good oil wells brought in on their holdings has been sufficient to keep up the usual smiles.

Herbert Cadenhead, younger brother of Charles Cadenhead, has recently been employed as assistant night ticket clerk at Greenville.

News that the fuel campaign was to continue through October was received with the usual determination by all officers and employes to make the second's better than the first month's results.

NEW ORLEANS DIVISION

Mayor Grouchy of Baton Rouge, La., has received information that Baton Rouge has been designated as a main station along the chartered airway between the Lakes and the Gulf. This designation, according to Major Clagett, becomes final only upon the location in or near the city of a safe landing field for airplanes. The main stations already selected for the Lakes to the Gulf airway include Chicago, Rantoul,

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Pendant ***down***, as shown in illustration

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Engineer J. R. Tusson has been commended for quick action in slowing down his train (No. 12) and saving from destruction an automobile which had stalled on the track in front of him on a sharp curve.

S. H. Mullins, section foreman from Myles to St. Elmo on the "Little J," was seriously injured in a railway motor car accident at Insmore, Miss., August 26. Mr. Mullins was seated on the right side of the motor car, and under him was a crowbar, point forward. While the car was going up the hill at the crossing of Willwood Farm, near Insmore, the crowbar slipped forward, striking between the rail and crosstie, at the same time throwing Mr. Mullins off the seat to the ground, paralleling his body with the right side of the track. The two wheels of the car passed over his right forearm and arm, breaking them in three places. The locomotive of the 11 o'clock passenger train at Carlisle was detained, with baggage car and caboose of the local freight. This special train carried Mr. Mullins to Jackson, where hospital surgeons amputated his arm near the shoulder.

The new and commodious yard office at Baton Rouge, La., was ready for occupancy October 11, and on that date the office force moved in. The large volume of business done by the company at this point can now be handled more expeditiously and satisfactorily, and the office force is correspondingly delighted.

The handsome residence of Road Supervisor H. D. Cunningham, at Wilson, La., was recently destroyed by fire. At the same time the home of Engineer W. A. Falconer was burned.

Miss Jimmie Clark, operator, of Ethel, La., was recently married to W. R. Hertzler of the dispatcher's forces at Baton Rouge.

L. F. Cato, agent at Stampley, Miss., is receiving congratulations on his marriage.

Supervising Agent A. S. Hurt has just returned from a visit to his old home at Milan, Tenn., where he attended the wedding of his niece, Miss Mildred Pearce, to Ransom Burford, a merchant of Leland, Miss. This event will be of special interest to old timers, as Mrs. Burford is the daughter of the late Allen Q. Pearce, at one time city ticket agent at Vicksburg, Miss., and later traveling passenger agent, well known in railroad and business circles.

The announcement of the marriage of D. E. Hopper, chief accountant in Master Mechanic Christy's office, to Miss Marian Glass came as a surprise to their many friends.

John L. Sullivan, of the freight department, is receiving congratulations on the arrival of a boy in his home.

Miss Louise Bankston and Mrs. Leona Ingram, of the superintendent's office, were recent visitors to Jackson, Miss.

Will DeJong, who has been quite ill, is back

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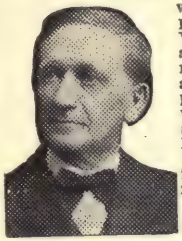

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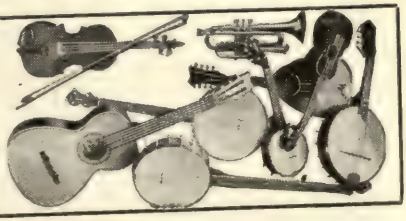

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at his desk in Master Mechanic Christy's office.

The New Orleans division, which has been lagging somewhat in contributing to the division news of the magazine, has organized a plan in which every employe is a reporter. A clearing house for news has been established in the superintendent's office at Vicksburg, with one of the accountants in charge. All contributions of general interest are solicited for consideration. Neal McLean, of the Natchez freight department, will co-operate for his district.

Natchez, Miss.

Warehouse Foreman Will K. Carney is away for a few days, having taken his wife and young child, Beverly, to the Illinois Central Hospital at New Orleans, the child to undergo treatment.

Engine Foreman Frank Moore has a vacation for a few days to visit his old Masonic Lodge at Wilson, La., where several of his friends are taking the Royal Arch degree in Masonry.

The Natchez freight office is congratulating itself upon handling a large tonnage of pecans to Northern markets this year, and accords great credit to Check Clerk Case, who was largely instrumental in securing this absolutely new business.

Accountants Ernest D. Goza and Robert K. Holman and Cashier Victor A. Jehlen have become the nimrods of the Natchez freight office. They are no mean bird hunters, either, as their last year's kill will bear witness. The bird season opens November 1, and the Natchez country is famous for its fine hunting grounds of open sedge fields. We all invite our less favored comrades to come down and join us in the bird chase. Ticket Agent Walter Lowry has also developed into a bird hunting enthusiast.

Major and Mrs. Robert L. Montgomery have returned from a delightful trip to California, where the major was a delegate to the Grand Lodge of Elks, held in Los Angeles. The major enjoyed his visit to his old war time haunts around Fort Sam Houston and other points where he served during the Mexican border trouble.

Night Clerk Russell Godard is off on a vacation, being the last of the freight office force to get his leave. From agent to messenger boy, every one in the Natchez freight office has been put on his mettle to keep business moving the past two weeks, a heavier volume of business having passed through the Natchez terminal than ever before during the same length of time.

Mandeville Phipps is relieving Engine Foreman Moore for a few days.

Engineer Herman Steele, of the Natchez yard, made a fine showing in fuel conservation the past two weeks, and to his own and the rest of the switching crew's credit they have so far handled the largest business passing through the terminal without one dollar's worth of damage to equipment.

Conductor Robert P. Phipps is off on a short leave and Conductor Fred Roberts is relieving him.

Jackson, Miss., with its magnificent State Fair, is now the mecca of travelers from all over the state. A number of our employes are interested in farms and cattle and are taking this opportunity to see the fine exhibits of agricultural products and cattle which are being shown at the Fair. There have been several carload shipments of fine cattle made from Natchez for exhibition purposes.

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December Devoted to Safety
To Double-Track Cairo Bridge
Louisiana State University
Girl Employe Wins Business
Sparing Stock on the Y.&M.V.
Kentucky Grade Reduction
New Orleans Division Veterans

DECEMBER 1921

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Henry Burke Hull

The appointment of Mr. Hull as assistant to the president was announced November 1 by President Charles H. Markham. Mr. Hull entered the service November 1, 1898, as claim agent of the Louisiana division with headquarters at McComb, Miss. His first railway service was with the C. B. & Q. at St. Louis. After three years at McComb, he was transferred to Springfield, Ill., as claim agent, and in 1904 he was promoted to district claim agent, with headquarters at Memphis. In 1909 he was made assistant chief claim agent of the Yazoo & Mississippi Valley and the Southern Lines of the Illinois Central. July 1, 1911, he was transferred to Chicago as assistant chief claim agent, Northern Lines. March 15, 1913, he was made chief claim agent, succeeding Charner T. Scaife, deceased. The title later was changed to general claim agent. Mr. Hull was born March 11, 1870, at Chamois, Osage County, Missouri. Prior to entering railway service he was employed in newspaper work at Hannibal, Mo.

VOLUME TEN NUMBER SIX

ILLINOIS CENTRAL MAGAZINE

DECEMBER NINETEEN TWENTY-ONE

Published monthly by the Illinois Central System in the interest of the system, its officers and employes, and the territory served by its lines.
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Advertising rates upon application. Subscription rates: 15 cents a copy, $1.50 a year.

Accident Prevention Is Part of Our Duty

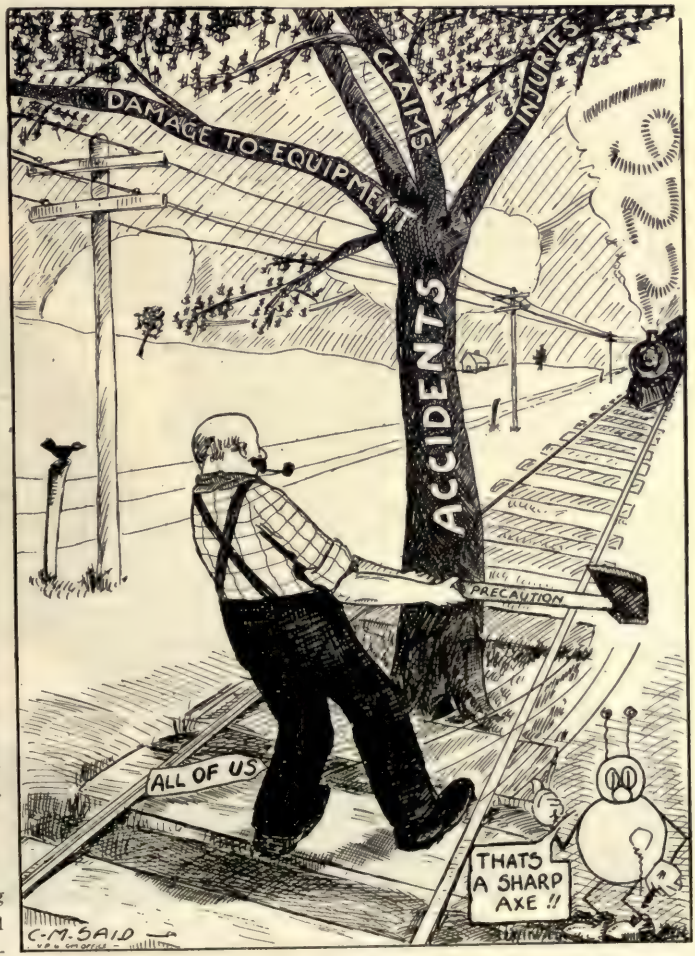
General Manager A. E. Clift Points Out Great Necessity for This Month's Safety Campaign

By A. E. CLIFT,
General Manager

THE December drive for the prevention of personal injuries, train accidents and damage to equipment can be made a success if every officer and employe will do his duty. Vice-President L. W. Baldwin, in an article in the November number of the magazine, says that he expects no one to do more than his duty. This is as much as should be expected of an employe. There are two phases of duty. The compliance with rules and regulations to prevent injuries and accidents is one phase. The other phase is something beyond the written regulations—it is fulfilling the obligation the employe owes to the company in uninterrupted service, and the obligation to himself and his family is preventing injury to himself.

Falling From Cars

For illustration: During the first nine months of 1921 119 conductors, 178 engineers, 460 brakemen, and



Let's Get This Tree Off Our Right-of-Way

375 switchmen sustained personal injuries. One of the chief causes was falling from the tops, sides and ends of cars. Another frequent cause was careless boarding and alighting from cars or trains. Injuries while coupling or uncoupling cars and coupling or uncoupling air hose also were among the chief classes of injury. A misstep, failure to look, misjudgment of speed, going in between moving cars to uncouple, adjusting drawbars with the feet, or lining up drawbars by hand caused these injuries. In doing an act of this kind and incurring risk, an employe is not doing his duty to himself, his family or the company.

A. E. Clift, General Manager

During the same period 294 firemen sustained injuries; the chief cause was falling from engine tanks when taking water or coal. Firemen should be more careful in doing this work; they should see that their footing is secure and not attempt to pull down the spout or coal conveyor when the engine is moving.

Nine hundred and forty-two track laborers were injured during the 9-month period ending September 30. Careless handling of rails and ties is the outstanding cause of injuries to this class of employes. Only by unceasing vigilance and close supervision on the part of foremen can this cause be removed.

Equipment Workers Head List

Injuries to maintenance of equipment employes top the list during the first nine months of this year, more than 3,000 employes of this department having sustained injuries. This is at the rate of more than ten employes injured a day. Eye injuries, caused by flying particles, stand at the top as the chief cause. The use of goggles, when practical, will materially reduce such injuries.

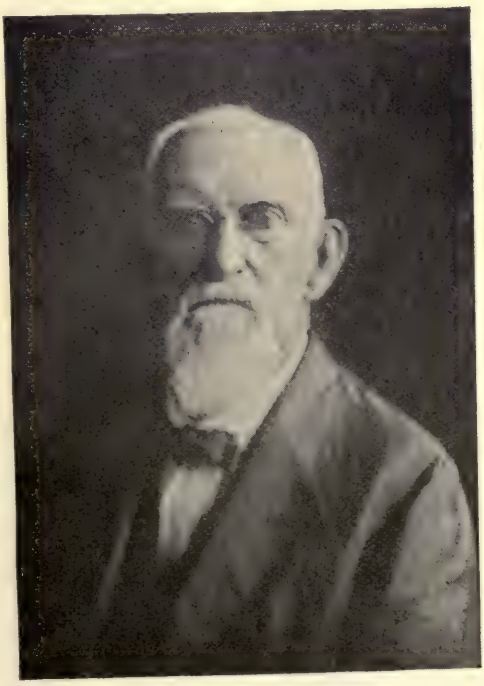
The total record of injuries to employes for the 9-month period is 6,742. Even though there is an inherent danger in railway work, this is not a record to be proud of; but by the co-operation of all officers and employes—especially the older ones, who by reason of their experience can more readily foresee a hazard, in giving a timely warning to their junior associates—the record can be materially improved. An analysis of the injuries indicates too frequently that a great many accidents could have been avoided had the individual given more consideration to the possibility of personal injury and performed his duties in a workmanlike manner and along lines prescribed for his safety.

We earnestly request our employes to keep in mind the chief causes of injuries to themselves, as indicated. By so doing they not only will make a success of the December drive, but will perform their full duty to themselves, their families, and the company.

Foreman Painter Retired After 40½ Years

James Craig Martin, foreman painter at the Illinois Central Shops, Paducah, Ky., who recently was retired after forty years and six months of service, began learning the painter's trade October 19, 1861, under A. P. LeGras in the L. & N. shops at Louisville. He next went to sign and house painting on his own account. On November 11, 1880, he entered the employ of the Paducah & Elizabethtown Railroad as foreman of the paint department at Elizabethtown, Ky., and in September, 1884, went to Paducah, Ky., to take charge of the paint department of the Newport News & Mississippi Valley Railroad, which was absorbed by the Illinois Central Railroad July 1, 1896. Mr. Martin's crew often numbered from twenty-eight to thirty men, all first-class coach and engine painters.

Mr. Martin was born in Louisville on November 7, 1847. He is a self-educated, self-made man, and highly respected by all who know him. He was married to Miss Mary E. Sheppard on May 8, 1873, and has two children—W. F. Martin, manager of the Central Glass Company, Louisville, and R. S. Martin, head bookkeeper and credit man of a large wholesale grocery house at Paducah. The family resides on Harrison street, Paducah.



James C. Martin

How Y. & M. V. Tackled Livestock Problem

Pictures and "Pep" Utilized in November Effort, Explains General Superintendent A. H. Egan

By COLONEL A. H. EGAN,
General Superintendent, Memphis, Tenn.

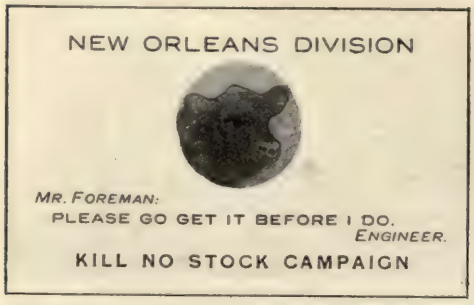
THE killing of stock by trains is a subject that has caused the management of railroads much concern for many years. The territory traversed by the railroad and the amount of stock raised thereon are the principal factors that bear materially on the question.

The Yazoo & Mississippi Valley Railroad traverses territory in which the watering facilities, as well as the character of the soil, are such as to yield grass in ample quantities for feeding thousands of head of stock. These features, coupled with a climate sufficiently mild not to necessitate housing to any great extent, make this section admirable for stock raising from every viewpoint.

Consequently, having more roaming stock, we naturally or unfortunately strike more than are struck in a territory having different conditions. We have concluded that progress in reducing the number struck can be made only by specialization. This conclusion has been emphasized by the gratifying results of the various campaigns of recent months.

Plans Laid Well in Advance

Information of the present campaign was given our officers and employes considerably in advance of its opening, which permitted formulation of plans to follow closely from day to day, and this has accomplished much. However, total elimination of stock killing in territory only partly fenced, and not wholly protected by effective legislation, is something that cannot possibly be accomplished in a limited time.



For the Engineers

-NEW ORLEANS DIVISION.

Keep the gates closed. Drive them off. Repair the fences. Enlist aid of owners. Talk about it until everyone knows about it. About what?

OUR SYSTEM KILL NO STOCK CAMPAIGN
REMEMBER--NOVEMBER.

One Card Widely Used

During October and November we have, as stated, specialized on this feature in several ways: by enlisting the co-operation of stock owners through various county and parish periodicals, the editors of which have rendered us invaluable asisstance; by personal letters to prominent business men and planters in adjacent territory, as well as by conferences with stock men by division officers. In the reports I have received to date, not a single person owning stock bordering our waylands has declined or failed to meet our appeal in a wholehearted manner.

Had Bulletins Illustrated

Considering the volume of instructions and circular matter that must necessarily be issued to our employes, we felt that, in order to obtain and hold their attention, as well as to instill enthusiasm adequate to bring the campaign to a successful conclusion, a marked deviation must be made from the routine matter used daily during the year. We therefore conceived the idea of illustrating our daily bulletins with cartoons or sketches, alternating between serious and humorous subjects, without detracting from the importance of the subject in hand, and still sufficiently attractive to warrant attention. This work is being done by mimeograph on the different divisions, inexpensively but effectively.

The cabs of our locomotives have been

equipped with a small receptacle for cards appropriately worded. The engineer throws one of these cards to the first maintenance of way crew reached after having seen stock upon the right-of-way. The foreman in charge of the gang then has the cattle driven off, gates closed, fences repaired, etc.

The section foremen are required to telegraph the roadmaster, supervisor and traveling engineer a report on each head of stock struck. A joint investigation by the traveling engineer and supervisor follows, to the end that the necessary corrective measures may be applied.

Hearty Response by Employes

Comparative statements showing briefly our progress are issued regularly to all employes. These statements serve to inspire the men to better performance, and the friendly rivalry that exists among the divisions becomes keener as each day of the campaign draws to a close. With the figures at hand at this time [the middle of November] I would estimate that the final result of the drive will show a reduction approximating 50 per cent from the figures of November last year.

In my years of experience I have never seen all classes and departments of employes strive daily for any common purpose or goal with a more zealous enthusiasm than is manifested in the present campaign. This assertion, however, does not minimize the hearty response of our employes to our efforts in former system campaigns.

The whole subject simmers down to the necessity of acquainting our entire citizenship with the conditions as they actually exist, showing how they can be improved, supporting such statements with the undeniable facts,

NEW ORLEANS DIVISION.

GOODNESS GRACIOUS ALIVE! Somebody "Spilled the beans" Killed two perfectly nice cows, and one little shoat, thereby ruining a ONE HUN.RED PERCENT SHOWING.
RESULT: The Boss is all "peeved" up as will be seen from the "snap shot" above.
I'll tell you how to square it up- Lest November we killed 143. Cut that hundred off this year, and we can get him to smile again.
WATCH YOUR STEP NOW. TWENTY FIVE MORE DAYS TO GO.

Vicksburg, Miss.
Nov. 5, 1921.

NEW ORLEANS DIVISION.

As he stands- A beast of burden.
When killed by a train- A burdensome beast.
REMEMBER---NOVEMBER.

Vicksburg-
Nov. 1, 1921.

New Orleans Division.
Vicksburg, Miss.
Nov. 8, 1921.

Bulletins Used on New Orleans Division

which are easily obtained. Interest the individual employe. Make the object in view clear beyond doubt. Then, and only then, can we be assured of ultimate success, which means putting a stop to the killing of stock by trains, thus eliminating a burdensome expense to the railroads and a serious loss to the country.

Illinois Central Is a Factor in State Fair

By H. J. SCHWIETERT,
General Development Agent

The Mississippi State Fair, held in October, is history. It has become another milestone in the progress and development of that great commonwealth. The quality of all exhibits, excepting hogs, was the best we have ever seen at this state fair.

The boys' corn club display was the best in its history. Every year has shown marked improvement in breeding. This year there were 350 entries in this exhibit, and the standard was much higher than usual.

Warren County, of which Vicksburg is the county seat, demonstrated that Mississippi has land that can produce as fine forage crops as can be grown anywhere. The county agent had on display alfalfa, vetch, red clover, blue grass, crimson clover, peas, soy beans, burr clover and lespedeza and other grasses that would convince the most skeptical that Mississippi is a livestock country. Warren County was awarded second prize on county display.

The outstanding exhibit was that of dairy cattle, and especially of the Jersey breed. The aged cow class would have done credit to the National Dairy Show. Professor Humphrey, in charge of animal husbandry at the University of Wisconsin, who acted as judge of dairy cattle, said: "These cows would be a credit to any great dairy show." The competition was keen, and the judge had a hard time placing the blue ribbon.

Miss Elizabeth Walker and Her Cow

In 1920 the dairy exhibit at this fair consisted of just five head of rather inferior cattle, and this year there were approximately 150 head of outstanding individuals from Mississippi and a few from other states. The crowds were at the dairy barns and the show ring, where the judging took place. Never has the interest been so keen in the dairy industry in Mississippi as this year.

It is an industry that represents $3,000,000,000 annually in the United States. It is an industry that has saved many a community in Mississippi during the past six years, and it is the one industry that is going to rescue other communities in Mississippi, if they are to be saved from utter ruin during these times of reconstruction.

Illinois Central Held Short Course

The development bureau of the Illinois Central conducted a dairy short course at the fair, attended by twenty-three girls from various parts of Mississippi, twelve of whom were from counties traversed by the Illinois Central System. These girls, having carried on dairy work throughout the year, were those who had made the best records in their respective counties. For these twelve girls, the Illinois Central System furnished free transportation to the state fair and return, and also transported their cows free.

The club girl whose cow made the best record was Miss Elizabeth Walker of Oxford, Miss. She sold from her cow $504 worth of milk during the lactation period. The cost of feed was $50 for the year, which includes neither cost of pasture nor cost of delivering milk to town.

Each girl was required to make her own milk stool, and this stunt brought out some novel ideas as to design. The best milk stool was made by Miss Hallie Patterson of Oakland.

In connection with the girls' work there was

Girls Lined Up for Milking Contest

a milking contest, in which Miss Stella Brown of Sardis was the winner.

Of Interest to Growers and Shippers

Another feature of the Illinois Central display was an exhibit of sweet potato and vegetable growing and the proper packing for shipment to market. This exhibit was in a booth in the agricultural building and was in charge of E. G. Wade, agricultural agent of the development bureau. Features of the exhibit were a model hot bed and a model cold frame, showing the proper method of construction. The hot bed was set with growing plants. Farmers interested in truck growing kept Mr. Wade busy answering questions. All indications point to an increased acreage in vegetables for shipment to northern markets for 1922.

Another feature of the display that attracted considerable attention was that showing the proper and improper packing of sweet potatoes. Hampers and crates of sweet potatoes were shown just as received from the shipper, along with packages properly packed. Each hamper was marked with a sign showing right and wrong methods. This exhibition brought forth much favorable comment.

This exhibit supplemented the refrigerator car exhibit on display at the Illinois Central station, which we believe served a splendid purpose by giving valuable information to the truck growers and shippers of perishable products.

Of general interest to all visitors at Jackson was the Illinois Central exhibit of old and new engines, which has been touring the system, as explained in recent issues of this magazine.

TREZIEME CLUB BALL

The Trezieme Club, composed of men who were formerly members of the 13th Engineers, has announced a ball to be held in the Masonic Temple drill hall, Chicago, December 9, to which members of the 13th Engineers and other railway employes are invited. A considerable number of Illinois Central System employes who served with the 13th Engineers are members of the club.

Milking Stools Made by the Girls Themselves

C. M. Schwab Gives Disarmament His Vote

Noted Steel Man Voices Approval of Conference at Dinner in Honor of Marshal Foch

Speaking in New York the evening of November 18, at the dinner given in honor of Marshal Foch by the American Iron and Steel Institute, Charles M. Schwab, chairman of the Bethlehem Steel Corporation, said in substance:

FOR many years it has been my pleasure and my privilege to address you, my associates and co-workers in iron and steel. This year the atmosphere is one of deep and serious appreciation of a great occasion. We have had in the past many eminent guests, but, however significant our meetings have been, no one of them has made us realize as I think we do tonight, the feeling, even deeper than reverence, that is inspired by the presence amongst us of this the greatest commander in the world's history.

I like to feel, and in the presence of this gathering the feeling is most intense, that there is something peculiarly fine and honorable and strong in our profession of workers in iron and steel.

The Language of Iron and Steel

The painters of word pictures have never been able to describe a great and strong character better than as a "man of iron." The soldiers who bared their breasts to enemy shot and bayonet were described as men with iron nerves and will of steel.

In our own day, when we seek a comparison for what is enduring, for what is steadfast in character, we can find no better symbol than "steel."

And so, my dear marshal, may I tell you in the language of the greatest of poets that you have been grappled to our souls with hoops of steel. . . .

Great as he was in all the responsibilities of war leadership, Marshal Foch will stand as the supreme representative in all history of unity of action and command. Have you, my friends, ever thought how frequently this profound principle of action applies in life and industry? Individuals and individual interests can accomplish but little; united effort and co-operation under single leadership can accomplish anything. So it is, in industry, our industry, all

Charles M. Schwab

industry; unity of action, unity of command is the most effective means to great results.

Great Commander Always Needed

When a battle is to be fought, when a game is to be won, when a struggle of any kind is to be undertaken, we need first of all the great commander, the man with a vision to see what should be done, the man with courage to undertake it, the man with power of leadership to induce other men to follow him.

We of the great steel industry have much to learn from this principle. The greatness of industrial America has been realized through the application of it, and America will continue to rise to still greater heights of achievement as she allows this principle to have freedom of action.

We in this country are in the midst of a great business depression, a depression which is affecting the steel industry quite as acutely as any other industry in the country. To escape from this slough of despond the various

factors of the steel business must consider the interests of the whole rather than merely seek to promote their selfish aims.

In Judge Gary, the president of our Iron and Steel Institute, we have a really great leader. Let us follow him in his optimism and his determination to surmount the many pitfalls. Let us share in his great vision, let us stand together in good-will and co-operation for the hastening of that great era of prosperity which is surely before us. . . .

Offered Early Aid to French

It is more than a pleasure for me to be able to pay my tribute of respect and admiration for the brilliant marshal who is our guest tonight. I salute him, not alone because he is so great a commander, but I salute him with added enthusiasm because he comes from France, the France which sent us Lafayette in our own struggle for independence, the same France with whom the United States have not only never had a serious dispute, but with whom our relations have been from the beginnings of our history upon terms of such intimacy and sympathy.

When the war in Europe broke out and the safety of France was threatened, my sympathy and interest went out to France with all the ardor I possessed. And I may be permitted to relate a bit of history. The war had been in progress only a short time when I wrote a letter to one of the leading statesmen of France telling him that, if it would help, we would gladly place the ordnance and armament manufacturing facilities of the Bethlehem Steel Company at the disposal of the French government, believing, as we did, that we were the only large ordnance plant in the world sufficiently free and independent to be in a position at that time to render such a service. . . .

Steel in the World War

All classes of men are prone to over-estimate the service they rendered to you, my dear marshal, in the winning of the war. I hope I shall not exceed the bounds of modesty if I refer briefly to what our American iron and steel industry did in that direction.

From the beginning to the end of the war, our industry furnished for war purposes nearly fifty million tons of steel. The mere figure does not picture to the mind what that means. And yet fifty million tons of steel would build a modern railway ten times around the earth.

During the war we talked of a "bridge of ships" across the Atlantic. Fifty million tons of steel put into the hulls of ships would actually build a bridge of ships from the United States to France.

It was truly a war of material and machines as well as of men, and we of the American iron and steel industry like to think, not that we won the war, but that we accomplished in full the part that was assigned to us. The demands then made upon our industry not only produced steel; they produced men who were at any time prepared to outdo in personal effort and sacrifice even the former great achievements of their industry. . . .

The Coming of Peace

After war comes peace. Our own great General Grant, after our Civil War, said: "Let us have peace." The nation is prouder of that prayer than of any warlike utterance he ever made, and that sentence surrounds his tomb in our city.

"Let us have peace." That sublime phrase of General Grant's might well be the motto of the world conference now assembled at Washington.

And I would like to take advantage of this occasion to say something which has long been upon my heart, and which at this significant moment it is clearly my duty to say. It was stated at some of the sessions of the recent League of Nations meetings in Geneva, it has often been carelessly suggested in the press, that the flame of war is in great measure kept alive by those interested in the private building of naval ships and the manufacture of munitions of war.

Welcomes Armament Reduction

I can, of course, speak only for myself, but I believe I know and express the sentiments of others placed in similar positions to mine when I say this:

I am at the head of the largest war materials manufacturing works in the world. The shipyards of my company build more naval ships than are built in any other yards under one management in the United States. But I have been thrilled beyond expression, as has every good American, by the brilliant and statesman-like scheme laid before the conference at Washington by Secretary Hughes. The carrying out of that plan may involve great monetary loss in some quarters, but such a thing as financial loss can be of no consideration when compared to the inestimable boon to

mankind which would be involved in the realization of that magnificent plan. What red-blooded American would not, indeed, make any sacrifice if the burden of armament could be lifted from the shoulders of humanity. May God speed the day when this noble conception can be realized!

If the armed protection of our country is necessary, the establishment of which I am the head will devote itself with all its energy to providing means for protection of this country's homes and families. But I say to you from the bottom of my heart that if the statesmen now assembled in Washington under the far-sighted leadership of our President and Secretary Hughes should find it possible to bring about disarmament and permanent peace, gladly would I see the war-making machinery of the Bethlehem Steel Corporation sunk to the bottom of the ocean.

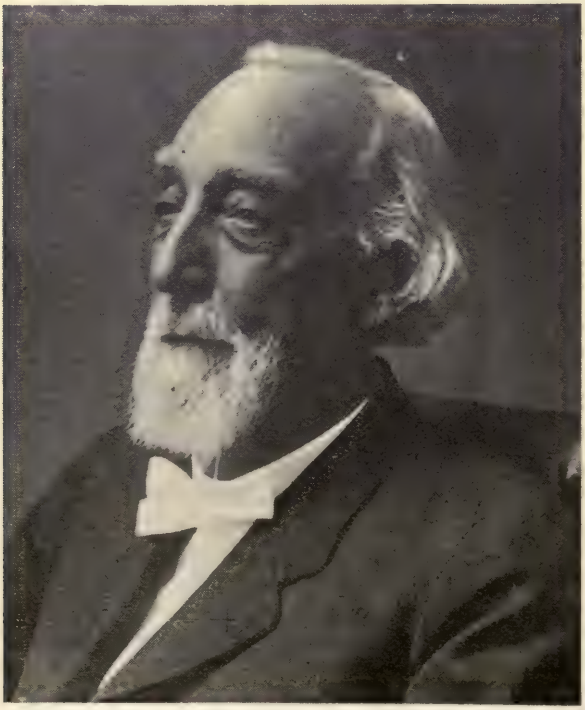
Willing to Take a Loss

Nothing could contribute more to the ultimate and permanent prosperity and happiness of the world than the conclusion of agreements among the great nations of the world which would eliminate war and the causes of war. And so let us say to the men gathered in Washington, let it go out from this gathering of men of the steel and iron industry, that we are solidly behind every effort they can make which will hasten the coming of the time when war shall be no more.

If disarmament inflicts a money loss upon us, the American iron and steel industry will accept it willingly and gladly. We will do so not in a spirit of mere idealism and self-sacrifice, but in a belief that the greatest permanent, material prosperity would be brought about by the concentration of the energies of mankind upon constructive activities, upon means for well-being, and not for the destruction of civilization.

Still in Railway Law Work at Age of 86

A patriarch of railway law departments is Judge Joel Branham, division counsel for the Central of Georgia Railroad at Rome, Ga., who has passed his eighty-sixth birthday and is still able to attend to work. Judge Branham has devoted sixty-four years of his life to his profession, his admission to the bar dating from 1857. Since 1892 he has been identified with railway practice, and since 1901 has served continuously as division counsel for the Central of Georgia. He is a native of Eatonton, Ga. He is a genuine philosopher, according to *The Right Way Magazine* of the Central of Georgia, to which we are indebted for the engraving and this information. Sunday, August 28, 1921, which was his eighty-sixth birthday, he sent out the following remembrance to his friends:



Judge Joel Branham

"This is my eighty-sixth birthday —I am thankful:

"For the goodness of God and for all the blessings that have fallen on me from His bountiful hand; for a sound mind; for strength to attend to business; for courage to bear the ills of life, the discomforts, infirmities and solitiude of age; for the winged messages of love from my children, and for the warm hand-grasp and kind words of my kin-

dred and friends; that I am free from intolerance and bigotry; that I believe in the immutable laws of Nature—God is God; He changeth not; in Him is no variableness or shadow of turning; that I have faith in the fundamental principles of the religion of Christ—adoration of God and love to man; that I am free from hatred, envy and evil thoughts; and that I love my kindred and friends, and that they love me; in daylight hours they comfort me, and when night draws her dark curtain across the sun I take refuge in my books and commune with God and my own thoughts; and so I grow calm and serene and await, unafraid, the hour when the soul, released from its prison house, shall flee to the bosom of its God.

"To all, all who may read these lines, I send a greeting of love.

"My heart leaps up when I behold
A rainbow in the sky;
So was it when my life began;
So is it now I am a man;
So be it when I shall grow old,
Or let me die."

CAMP GRANT TO STAY?

The preservation of Camp Grant, at Rockford, Ill., as a military nucleus for either state or federal troops is a probability, according to the opinion of W. J. McDonald, who has just completed an audit of the ordnance and supply records of the entire camp. Mr. McDonald, who is employed in the government field service, maintains, according to his own observation and the fact that disposition of the camp property and supplies has been halted, that the camp will remain as a military post for either the regular army or the national guard.—Rockford (Ill.) *Gazette*, November 2.

EXHIBIT AT NATCHEZ

Owing to the fact that the new 2-10-2 type of locomotive could not be handled to Natchez, Miss., the Cotton and Diversification Celebration at that place November 17, 18 and 19 had to be content with the exhibit of the old "Mississippi" engine, but the same interest was observable there as at the other places our engine exhibit has recently held forth.

December—A Time to End Accidents

IN COAL TRAFFIC

W. T. Wright

W. T. Wright, recently appointed supervisor of coal traffic, with headquarters at Carbondale, Ill., was born in Scheller, Ill., February 9, 1874. He was educated in the Jefferson County public schools, and his railway service has been entirely on the St. Louis division of the Illinois Central.

His record is as follows: 1893, station helper and student of telegraphy, Tamaroa; 1894 to 1921, agent at various stations on St. Louis division; November 1, 1921, promoted to supervisor of coal traffic.

In his new position he will have general supervision, under direction of the coal traffic manager, of the coal traffic on the Illinois Central System. He will be the field man of the coal traffic department, enabling that department to maintain closer supervision of this traffic at its source, the coalfields of southern Illinois, central Illinois, Indiana, western Kentucky and Alabama.

Machine Takes Note of Freight-Car Bumps

Impact Register Makes Record That Shows When and Where Rough Handling Took Place

BY J. J. HOEKSEMA
Traveling Car Agent, Chicago

THE rough handling of cars on the Illinois Central System is doomed. The solution of the rough handling problem lies in the education and supervision of all employes concerned in the handling of cars, both in switching and train movement. The management has attacked the problem from both angles, and already noteworthy results have been obtained.

The Illinois Central System on September 1 adopted the use of an impact register for making tests as to the handling of train equipment. The impact register is a machine capable of recording the exact time and force of the shock sustained in each case of rough handling. A number of these machines have been used continuously since September 1 in making records of equipment handling between principal terminal points, especially between Chicago and New Orleans, Chicago and Memphis, Louisville and Memphis, Chicago and East St. Louis, Memphis and New Orleans (via Y. & M. V.) and Chicago and Waterloo.

J. J. Hoeksema

Considerable Decrease Noted

During the period ending September 24 the machines recorded 3.88 cases of rough handling per 1,000 miles of movement. During the period ending October 14 they recorded 2.52 cases per 1,000 miles, a substantial decrease. During the first period of observation 25 per cent of the cars on which tests were made were handled from origin to destination with no rough handling, and during the second period 36 per cent were free from any rough usage. During the first period of observation 28.03 per cent of the territory under observation, measured in mileage, had a perfect record, and during the second period this was increased to 42 per cent.

To appreciate the improvement which already has been made, it should be noted that the second observation period reported herewith closed about six weeks after the tests were begun. The results therefore represent the accomplishment of a little more than thirty days of supervisory work.

The impact register is so designed that the records of vibration in each case of rough handling are registered on a chart propelled by a spring motor-driven 8-day clock. The chart is graduated into time periods of fifteen minutes each and is provided with zone lines which indicate the violence of the shock sustained. The apparatus is mounted on a cast iron base with an aluminum top and is placed in an oak box designed so that a standard car seal can be applied to it when it is loaded into a car.

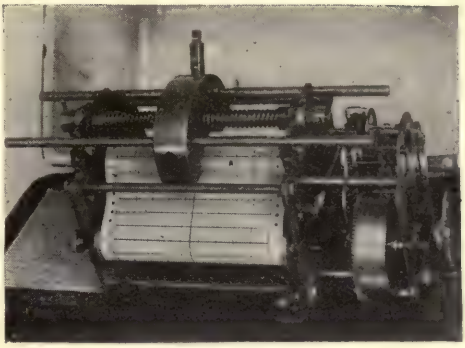
How the Machine Is Managed

The plan is to place the register in a car, cleated to the floor, set the chart properly, start the clock and lock the box and seal it, taking a record of the seal number. The machine is not inspected again until it reaches the destination of the car. Officers and employes handling trains do not

know where the tests are being made. The authorized representative enters the car at its destination, removes the machine and withdraws the chart. If the chart shows that the car in which the machine was riding sustained such a jolt as to cause a violent vibration of the impact register at a certain time, the records of the transportation department will disclose exactly where the car was at that time, and appropriate action can be taken.

The tests have been made under the direction of J. F. Porterfield, general superintendent of transportation. Each case of rough handling detected by the machines has been reported through the operating department until it reaches the superintendent of the division upon which the complained-of rough handling took place. The superintendents are under instructions to investigate each case reported and take the necessary steps to correct rough handling practices.

The foregoing is a summary of how the management has been attacking the rough handling problem from the standpoint of supervision. As regards the education of employes, yard employes in most of the larger terminals have been shown in actual tests the rate of speed at which couplings should be made. The rules of the operating department are drafted to insure the careful handling of

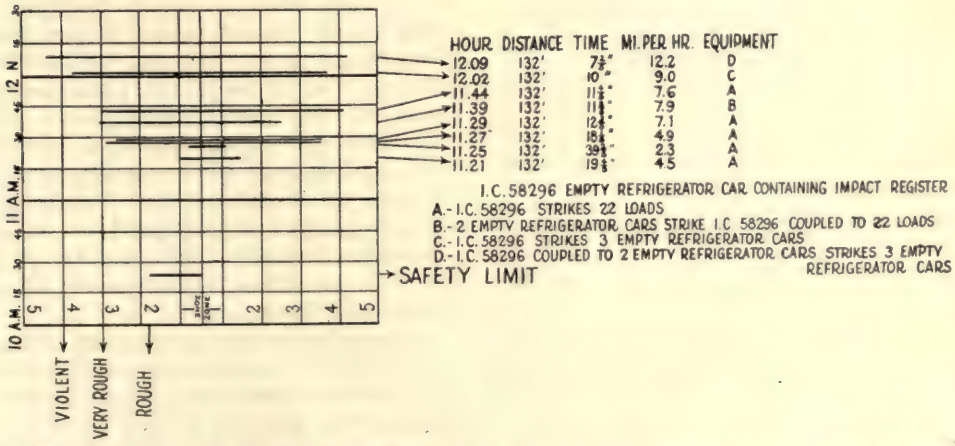


The Impact Register

equipment, for the protection of both the equipment and the goods it contains. Further than that, the management relies upon the good common sense and the loyalty of officers and employes concerned. The reason for bringing pressure to bear upon the violators of the rules of practice is to assure that employes will be constantly on the alert and carry out such practices as will assure the safety of operation.

A Saving in Dollars and Cents

Although the figures presented in connection with this review show the immediate results of the management's effort as developed un-



The illustration above is of a chart which came from the impact register used in making tests in Harahan Yard, New Orleans, to determine at what rate of speed cars can be coupled under various conditions without rough handling. The columns to the right of the chart are translated as follows: (1) the time at which the impacts were registered, the test taking place between 11:21 a. m. and 12:09 p. m.; (2) in each case a car, or cars, was shunted a distance of 132 feet in making the coupling; (3) the time consumed, in seconds, in traversing the 132 feet, from which has been figured (4) the rate of speed, in miles per hour; (5) the letters refer to the legend describing how equipment was used in the test. A line drawn at the point on the chart corresponding approximately to 10:25 a. m. shows the approximate impact constituting the safety limit. Each coupling causing a greater vibration of the instrument is rough handling, or worse.

The chart shows how the exact time of each impact is registered in the machine. From this record, it is claimed, absolute responsibility can be traced, through train records, for any rough handling.

der the tests made with the impact register, the real attainments in the elimination of rough handling are represented in dollars and cents eliminated from freight damage claim payments and repair bills for equipment. During the four months of September 1 to December 31, 1920, the railroads of the country paid more than $12,000,000 for damage to freight caused by rough handling.

Efforts will be made toward noting such decreases in claims and repair bills as may be incident to the operation of the impact register.

With freight claims there is obviously the difficulty encountered in the delays made necessary by the investigation of the claim. It is therefore difficult to state exactly what one month's payments represent as regards the time that the actual damage occurred. However, there should be a general decrease noted in claims attributed to rough handling after several months have elapsed. Some estimate as to the decrease in question might, for the present, be had from the O. S. & D. reports.

As to the investigation into the repair bills, the mechanical department can aid materially by keeping a complete list of all cars placed on the repair tracks as an obvious result of rough handling. The number of such cars disabled can be compared with the number in previous months, and the decrease in repair bills can be computed in terms of the average cost of replacing each car so disabled.

After substantial decreases in claims have been noted, such information should be brought to the attention of shippers in our territory. Their interest in the safe delivery of their goods at the destination is no small one, and if we can show that our percentage of payments on rough handling claims per gross revenue dollar is lower than the average railroad, we should be able to draw a greater volume of business to our lines by virtue of a higher standard of service offered.

This, then, should be the ultimate goal of our efforts in reducing rough handling. With the application of the constant efforts of all concerned, the rapid improvement which has characterized the early days of this campaign will continue and will realize ultimately all the purposes for which the campaign itself is being conducted.

Courtesy Is Needed Among Ourselves, Too

By A. C. FREIGO,
Chief Dispatcher, Indiana Division

Much has been written about courteous treatment of the public in general by employes. I think courtesy is of the utmost importance among the employes themselves. "Honesty is the best policy," we've all heard, but it seems to me courtesy is a close second.

To be honest is to be fair, just and honorable. According to Webster, to be courteous is to be courtly, civil and respectful, so it seems that the two are almost analogous. Courtesy is a state of mind as well as of principle and can be practiced until it becomes a habit and a pleasure. When the harmonious feeling exists in any business, its effect will be noticeable to the public in general and will be as much an asset as wealth, for without it a man or corporation can accomplish little.

It is essential for one in authority to have the respect of his subordinates. The day of the slave driver is past, and more and more business heads realize the value and necessity of friendly relations among their employes. This condition can be maintained with no loss of dignity to either.

We know "a civil answer turneth away wrath," and that to stop and think before speaking in haste always brings better results. Neither the employer nor the employe is at his best when confused, and confusion is sure to follow an outbreak of temper. To be angry is surely not showing courtesy. A corporation demands much of its employes (as it should) in courtesy toward the public, and why should not this same attitude exist among all employes regardless of rank?

A request couched in commanding, arrogant terms is compiled with by the inferior, but how is it accomplished? With more or less of a grudge. Had it been given in a firm but civil manner, it would in all probability have been accomplished cheerfully, and there would have been a feeling of gratitude and respect on both sides. The inferior should have enough respect and obedience to do exactly as requested.

Courtesy demands self-respect, as well as respect from others; so, without a doubt, to be honest with ourselves we must be courteous.

Girl Employe Proves a Business Getter

Don't Start Too Early in Day, Advises Miss Vivian Brand, Assistant to Agent, Dubuque, Iowa

NEWSPAPER work lost a promising recruit when Miss Vivian Brand forsook the society desk of the Dubuque (Ia.) *Telegraph Herald* three years ago for a railway career, as represented by an office job in the Illinois Central station at Dubuque. The beginning of the plan for employe solicitation of traffic about a year ago gave her her big opportunity, and she seized it with such vim and determination that she is now one of the leading business getters on the system. Miss Brand can sell things, as anyone must realize who has felt his reluctance melt under the influence of her smile, and what the Illinois Central System wants just now is the employe who can do just that sort of thing.

Traffic Solicitors Needed

On many parts of the system a revival of interest in this work is needed. Largely through the efforts of the Illinois Central Employes' Business Association, written up in this magazine last May, the divisions west of Chicago are far ahead of the field in business getting by employes.

Miss Brand, who is a native of Dubuque, started her business career a few years ago as a shoe saleslady at $6 a week. That she has developed her knack of selling is proved by a recent 2-day visit to Waterloo that netted about 260 routing orders, a 1-day inspection of Cedar Rapids that got about 90, and a 4-day canvass of Albert Lea, Minn., with Agent J. E. Allison of Dubuque, that yielded almost 200 carloads of traffic and several hundred LCL.

Miss Brand will talk volumes about the Illinois Central, which she declares is the finest system in the country, but she won't tell much about her own achievements. The argument that her experience might help other employes, however, overcame her reserve, and here is her story, exactly as she typed it herself on the editor's own typewriter. If it doesn't prove that newspaper work lost a lot when the Illinois Central gained a traffic solicitor, then the writer of this introduction lacks judgment.

Miss Brand at Work

By MISS VIVIAN BRAND,
Assistant to the Agent, Dubuque, Iowa

Somehow or other, I have always liked to sell things—so whenever there was to be a tag day for any worthy cause, I was always there on some corner with my little tin box. One Saturday noon in November, 1918, during a drive to provide comforts for the Dubuque soldiers overseas, I had taken my stand where the crowd was thickest, and

was busy pinning tags on the passers-by and dropping the nickels and dimes in the box. Of course, there were some who passed with not even a glance in my direction, and one of these was a tall white-haired gentleman, hurrying to catch his car. I knew that he was J. E. Allison, Illinois Central freight agent, and that he could well afford to buy a tag; so I determined to land him when he should return from lunch.

When he passed me again he hesitated a moment, but said that he was in a hurry and went on. Was I disappointed? No. I was just that much more determined. I watched for him all afternoon, and at last saw him crossing the street toward me. When I spoke to him the third time, he stopped and asked me the purpose for which the money was to be used, but said that he did not believe the soldiers would ever get it. Of course, this started an argument. It was hard for me to convince him because all the time I talked to him I was obliged to continue selling tags to the other people passing by.

Won Job by Persistence

Finally he laughed and said that such persistence should be rewarded, handing me a dollar for a tag. That was more than I had received all afternoon, but I did not tell him so. Instead I informed him that he owed me two additional dollars for the two times he had passed me by earlier in the day. Well, he gave me that $3, and then he asked me where I worked. I told him that I was society editor on the *Telegraph Herald* newspaper staff, and had been working there more than a year. He then informed me that there was a vacancy in his office and asked me if I would care to work for him. I fairly gasped at the salary he named, and when he told me that I must be able to operate a typewriter, I promised to spend every moment of my spare time practicing on the machine. This I did, and in about a week I became a member of the Illinois Central family.

Of course, I could not help but wonder just how such extraordinary good luck had happened to fall to me, and just how long I would be able to keep a position which I had acquired in such a strange manner. In the course of time I served as messenger, expense clerk and assistant cashier.

At the end of two years a solicitation campaign was instituted, every employe being asked to secure at least a carload of freight for their railroad. Once again I was to be right at home, even as in the drives for the soldiers, selling something for a cause I loved.

Got Results on First Trial

After work, on the first day of the campaign, I started out with my pockets full of blank routing orders. When I returned to the office the next morning they were not blank, and Mr. Allison was immensely pleased. He then informed me that whenever I could be spared at the office I was to spend my time soliciting freight business, and this I continued to do for several months.

In February, while the president's special was passing through Dubuque, Mr. Markham and Mr. Baldwin made a personal call upon me, inquiring as to whether I liked my work and informing me that they were pleased with the results obtained. As a result of this visit a new position was created, so that I was able to devote my entire time to solicitation. I can safely say that the day on which the news was brought to me that I was to be promoted, with a better salary—but better still that I was to be allowed to solicit freight business in the entire city—was the happiest day of my life. I do not think that I can ever experience greater joy or gratitude toward anyone than I felt then for the management of the Illinois Central.

Finds Work a Pleasure

The solicitation of freight business has been my work for almost a year now, but it has been pure pleasure for me, rather than work. Of course, a position which brings a person in direct contact with the public, as mine does, is bound to have a great deal of grief connected with it, but I believe that the compensations in this line of activity are greater than in any other. Although a few disagreeable persons are found here and there, the great majority of the business people with whom I have come in contact are pleasant, and the work certainly lacks monotony.

The first thing that Mr. Allison told me when I started out was that I was to have the sole responsibility of my position. We have always talked over together the matters concerning solicitation, but he has

never yet told me where to go, whom to interview, or how to go about it. He believes, as I do, that the solicitor alone knows the proper time to call upon each concern and the different ways in which each individual must be handled, as these things can be learned only by experience.

At first I made the mistake of calling at offices too early in the morning. I found that the man I wanted to see was very often busy with his mail when I arrived, and I was frequently obliged to return later. I also found that it does not pay to call upon some people too often, as it bothers them. Still others request you to call more frequently, and feel rather offended if you stay away too long. These things and many others, the solicitor alone can decide, and it takes a great deal of patience to work it all out.

Must Bear Discouragements

Among other things, a solicitor must be absolutely discouragement-proof. I could recite numerous cases where I have called upon a man five or six times, on each occasion approaching him with a hopeful smile and on each occasion being turned down, and then during perhaps the seventh visit have had him suddenly hand me more business than I had dared dream of getting from him. The big question is not how do you treat him when he routes a lot of business over your line, but how you treat him when he refuses to do so. A smile on your face, when at heart you are sorely disappointed, will go a long way with that man, and if you can keep smiling long enough, you will eventually get what you want.

Then again, business men are often unreasonable. They berate the Illinois Central for things for which it could not possibly be responsible and take out upon the solicitor grievances concerning any department which they are able to recall. The person in this position is expected to see that claims are paid more promptly, that better speed is made with freight, that new rates are put into effect—in short, that the entire railroad is run in better fashion. While of course these things are impossible for the solicitor to attend to, much can be accomplished through the proper co-operation among the different departments.

How Clerks Can Hold Business

Every employe in the freight office, but most particularly the car clerk or the rate clerk, can do his part in holding business after it has been obtained by the solicitor. When a shipper telephones the car clerk and asks if he has a certain kind of car to load out, and the clerk merely says, "No," he has lost some business for the road. What he should do is inform the patron that he will do all he can to get one for him at once, and then get busy on the telephone. The chances are that he can get the car if he tries hard enough, and in that way he will be doing his part to increase business.

The rate clerk, when a shipper rings the office for a rate, can inform the solicitor of the fact, and he in turn can influence the man to use our road. The rate clerk can also do a great deal of harm by being slow to get information for a shipper, or by being discourteous.

In this connection, let me say that the telephone is one of the most important factors in obtaining business. When a man calls the office seeking information which may perhaps sound stupid, the employe who answers the telephone is inclined to be rather impatient, perhaps. However, he should consider that there may be a large amount of business hanging on the answer he gives, and he should be made to realize the good or ill that he can do.

The Dubuque station's report of traffic solicitation by employes, which is largely Miss Brand's report, was as follows for the first ten days of November:

(*See next page*)

Led Chicago District

The following letter to C. M. Kittle, senior vice-president, is from Fred Zimmerman, vice-president of the Chicago, Indianapolis & Louisville Railroad (the Monon), who served as chairman of the railway group in the recent Home Service appeal of the Salvation Army:

"It is more than good of you and your associates to accomplish such splendid results for the Home Service appeal of the Salvation Army. I thank you most heartily for your favor of the 15th and the subscription of $3,056.19.

"This is the largest contribution by any railroad in the Chicago district, and I congratulate you upon the results of your efforts."

DUBUQUE REPORT, FIRST TEN DAYS OF NOVEMBER

	Cards or other communications mailed	Personal requests made	Routing orders secured CL	Routing orders secured LCL	Additional freight shipts. obtnd. CL	Additional freight shipts. obtnd. LCL	Passengers secured for our line
This period	17	51	118	16	31	189	11
To date	1,737	4,436	1,903	5,056	1,578	14,717	938

SYSTEM REPORT, FIRST TEN DAYS OF NOVEMBER

Division	Cards mailed	Personal requests made	Routing orders secured CL	Routing orders secured LCL	Additional frt. shipts. obtained CL	Additional frt. shipts. obtained LCL	Passengers secured for our line
CHICAGO TERMINAL—							
This period	10	29	20	25	26	72	3
To date	1,212	642	445	905	446	906	402
ILLINOIS—							
This period	0	5	1	0	7	323	51
To date	331	1,541	1,774	870	1,739	2,931	843
ST. LOUIS—							
This period	29	58	63	145	185	722	70
To date	1,241	712	607	1,419	1,679	1,967	426
SPRINGFIELD—							
This period	2	98	0	0	55	64	0
To date	398	1,644	127	221	1,355	1,342	46
INDIANA—							
This period	131	53	23	1	35	9	35
To date	1,119	691	352	73	468	363	178
WISCONSIN—							
This period	269	512	214	623	147	706	241
To date	3,281	8,125	3,084	5,920	2,038	8,359	4,518
MINNESOTA—							
This period	103	324	76	251	142	670	282
To date	2,998	10,611	3,263	9,282	3,157	22,472	6,929
IOWA—							
This period	63	374	47	175	106	112	80
To date	1,820	8,258	2,326	3,003	3,271	3,356	6.680
KENTUCKY—							
This period	0	10	0	0	5	0	0
To date	899	1,128	58	959	601	772	71
TENNESSEE—							
This period	0	30	0	0	0	0	0
To date	2,390	668	150	94	2,785	210	130
MISSISSIPPI—							
This period	0	70	8	0	20	4	0
To date	716	982	436	177	676	165	19
LOUISIANA—							
This period	6	51	38	4	42	4	0
To date	1,836	94	1,919	146	2,846	207	15
NEW ORLEANS TERMINAL—							
This period	5	3	0	0	105	0	0
To date	275	184	225	0	1,755	7	88
MEMPHIS—							
This period	28	55	88	64	53	103	0
To date	1,356	390	2,103	997	2,537	1,998	73
MEMPHIS TERMINAL—							
This period	74	30	63	92	14	19	3
To date	1,446	1,574	1,144	610	552	468	174
VICKSBURG—							
This period	31	81	49	36	31	26	5
To date	666	1,352	1,209	71	476	342	48
NEW ORLEANS—							
This period	55	32	27	49	31	23	3
To date	1,203	533	1,279	591	839	524	125

Ironing Out the Stiff Grades in Kentucky

Conquering the Natural Difficulties There Proves a Rocky Problem in More Ways Than One

By T. H. ROBERTSON,
Assistant Engineer

ON account of increased coal traffic on the Kentucky division, it was decided to reduce grades between Dawson Springs and Princeton, Ky. This was the second step in the grade reduction program between Central City and Paducah, grades having been reduced between Princeton and Paducah during 1914-1915. Although the completion of the Scottsburg-Dawson work leaves thirty-six miles of the engine district still unimproved, the object of the grade reduction is largely accomplished, as the last work undertaken brings the completed section of the improvement to the source of the traffic—coal mines between Central City and Dawson.

The original line had a maximum grade of 1.25 per cent, with 6 degrees uncompensated curves, while the new work has a maximum grade of .5 per cent southbound, and .75 per cent northbound, with a maximum curve of 2 degrees.

The preponderance of the traffic is southbound, so that northbound trains are easily handled over the .75 per cent grades.

The grade improvement effects a material saving in train operation. Mikado locomotives, which handled only 1,300 tons over the old grades, handled 3,300 tons over the new .5 per cent southbound grade. Santa Fe locomotives are now handling 4,400 tons over this grade.

Work Handled in Two Sections

From a construction standpoint, the work was divided into two sections, separated by one-half mile of track that was not disturbed.

The Scottsburg section has a length of 8.43 miles and effects a saving of 1,320 feet in

Bridge on New Line Over Montgomery Creek—Note Old Line Following Valley Below

length as compared with the old line. At the east end of this work, the new line follows the old location closely along the valley of Montgomery Creek, crossing the old line overhead three times within the first three miles, obtaining a straighter alignment by cutting through the hills in the sides of the valley. At Claxton, about five miles west, the old line turns to the south, while the new location continues on a tangent two miles farther, the maximum separation being about 3,500 feet. The lines join again south of Scottsburg.

The grade line from the east rises at rates varying from .4 per cent to .5 per cent to a point half way up the ascent, where there is a level grade for 3,200 feet. West of this, the grade rises on a .5 per cent compensated for nearly four miles, and then continues on a .4 per cent to the summit. The descent to the junction with the old line is on a .6 per cent grade.

Character of Rock Encountered in Cut Between Princeton and Central City

The country traversed by the new line presented erratic rock formations, which caused serious delay to the work on account of slides, as well as causing the cost to be greatly increased. The original cross-section quantities showed 672,000 cubic yards to be moved. On account of slides in both cuts and fills, it was necessary to move 1,200,000 cubic yards.

A Problem in Geology

The most remarkable feature presented by the project arises from the geological formation of the country traversed by this portion of the line. From two miles east of Princeton to a point some distance beyond Nortonville, a great many faults in the rocks are encountered which produce sudden changes in the stratification, while the so-called Claxton fault, crossing the west end of the Scottsburg section of the work, has effected a sudden transition from the rocks of the Pennsylvanian age, which prevail east of that point, to those of the Mississippian period, which are exposed west of the fault. A further phenomenon of this region is the prevalence of distorted or inclined stratification. Thus, near Claxton, along the existing line of the railroad the upturned ends of 800 vertical feet of Mississippian rock have been exposed.

Under such circumstances, it was impossible to predict the nature of the material to be encountered in opening the cuts and to determine the character of cut section that would safely stand in excavation. As many as six or seven different rock formations were encountered in some of the cuts, while in a few the material was uniform throughout—a pure solid sandstone. However, the latter was the exception, and by far the larger proportion of the yardage consisted of the complicated, diversified materials, which in some cases proved so unstable upon excavating that the cuts had to be removed to much flatter slopes than originally proposed.

One Cut Is Seventy-four Feet Deep

On the Scottsburg line, the first heavy cut at the east end of the work extends from Stations 395 to 404. This cut is seventy-four feet deep, and the rock extended almost to the natural surface of the ground. This cut was staked on a quarter to one slope in rock, then allowing a three-foot bench and the overlying earth staked on a one to one slope. About eight feet above grade line, a stratum of shale was encountered, which caused rock to slide on both sides of the cut. It was deemed necessary to shoot the top off the cut, leaving a bench about thirty feet wide and thirty feet deep. After this was done we experienced no further trouble. The ground at the end of this cut is steep, rising 100 feet in a hori-

zontal distance of 270. With great difficulty the contractor placed his equipment in position for the first cut, it being necessary to have switchbacks in order to get his cars placed for loading.

Between Stations 434 and 440 there is a side-hill cut that differs from nearly all of the other work, in that the material is a solid, almost unseamed sandstone. A large part of this material was moved by a "coyote" shot, which was accomplished by driving a tunnel for 100 feet along the center line. The tunnel was cross-cut and loaded with 537 kegs of black powder. This blast moved about 5,000 cubic yards of rock.

New Line Thirty Feet Above Old

Between Ruth and Claxton, a distance of one and one-half miles, the new line and the old are close together, although the new line is from thirty to forty feet above the old. The two large embankments in this stretch of new line were built by the general contractor from material in the summit cuts nearly four miles away. Construction track was detoured for 9,000 feet around a heavy section of work that was being done by a sub-contractor, S. M. Boorhem. Serious difficulty was encountered in these two fills on account of large slides; in some places the slides extended from 90 to 100 feet beyond the original slope line. After the new track had been laid and ballasted over these fills, slides again occurred, caused by three days of steady rain. This made it necessary to have the contractor put a steam shovel outfit back to work, and it required five months of additional time to fill the slides.

West of Claxton, the rock in the cuts assumed a much more erratic character. A short cut at Station 500 contained 17,750 yards of material in a length of 700 feet. This was largely conglomerate, solid in place but requiring slopes of one to one to obtain the necessary stability in the cut. From Stations 532 to 542, a cut of sixty-five feet in depth contained a strata of shale, conglomerate, sandstone, limestone and boulders.

An Odd Combination of Rock

A still more remarkable combination of material was disclosed in a cut 1,400 feet long and 60 feet deep, beginning at Station 552. At the top was earth containing floating boulders to a depth of fifteen feet. Below this was a 20-foot stratum of material having the appearance of natural masonry and consisting of courses of rectangular limestone blocks, with clay in the horizontal and vertical joints. Underneath this were two 4-foot courses of soft black shale and hard shale respectively, with a hard limestone formation for the remaining depth.

The earth was taken out on a slope of one to one and the remaining material at one-quarter to one. It was found the material would not stand on this steep slope, and the cut was widened on both sides from the natural surface to the hard limestone formation near the bottom of the cut, leaving a bench on top of this limestone about twenty-five feet wide.

The cut between Stations 573 and 630 contained about 200,000 cubic yards of material,

Slides—One in a Cut and One on a Fill—in Kentucky Division Grade Reduction

Tunnel on the Dawson Cut-Off, Looking South—Note Method of Construction at Left

50 per cent of which was rock. More than 175,000 cubic yards of additional excavation were required in this cut because of the slides on the south side. The material consists of sandstone carried on limestone, with a stratum of shale between, the limestone being on a transverse dip of 30 degrees from the horizontal, descending from south to north. As soon as the material was excavated to grade, the sandstone slipped into the cut for a length of 700 feet, the rock breaking away on the surface as far as ninety feet beyond the established edge of the slope.

Moved Line at Dawson Springs

The Dawson Springs cut-off extends from about one and three-quarters miles west of the town to a point about two and one-half miles east of it. As the old line makes a general detour to the north, the location of the new line south of the old one a maximum distance of 4,600 feet and a total length of 20,673 feet made possible a saving of 3,554 feet in distance and 179 degrees of curvature.

The new line traverses high ground between two loops or detours in the Tradewater River in the southern portion of the town of Dawson Springs. This involves a cut sixty feet deep containing nearly 200,000 cubic yards of excavation, the cut being excavated for a main line and two passing tracks. The material was mainly sandstone, with a thin stratum of coal overlying fire-clay about halfway up the slope. The material from this cut was used in fills both east and west.

The west mile of this section of the work is virtually an independent cut-off through a projecting shoulder of rock separating the Tradewater River from Montgomery Creek. It involved the driving of a tunnel 506 feet long, which the old line avoided by crossing the Tradewater River below its junction with Montgomery Creek.

Tunnel Went Through Sandstone

The first 11,000 feet at the east end of this work are almost entirely on fill, which entailed a change in the channel of the Tradewater River to avoid the construction of two crossings. The first 10,000 feet at the east end of the work are on level grade. The difference in elevation of the two ends is only about ten feet, and the maximum elevation at any point in the line is only fifteen feet above the lowest, the high points being reached by about 1,200 feet of .5 per cent grade from the east and 1,800 feet of .75 per cent grade from the west.

The material encountered in the tunnel was unlike almost anything else on the work. It was hard white sandstone of nearly uniform texture through the entire length of the bore. The excavation was conducted by driving a full-width bottom heading ten feet high, into which the rock from the rest of the section was trapped. Jack-hammers were used for drilling all the work, and the material was mucked by hand and small cars on a two-foot gauge track. Double shifts were used at each heading, and one-half the tunnel was taken out in a single month. The work was done by Peter McVeigh, of Butte, Mont. It was not necessary to line this tunnel on account of the character of rock encountered.

This project involved but a limited amount of bridge work. The only structure of importance is a bridge over the Tradewater River consisting of four deck-plate girder spans, one 79 feet 6 inches and three 51 feet 1½ inches long. The substructure is of concrete on pile foundation, with the exception of one pier, where rock was encountered on a slope so great that there was a difference of 14 feet in the elevation of the surface in the width of the cofferdam. The practical certainty of sliding with a pile foundation under such circumstances led to the conclusion to carry the pier to the rock.

Ready for a Double Track

This necessitated a new cofferdam built around the old one to provide a puddle wall. With the aid of this, the rock surface was unwatered and stepped off to afford a stable seat for the pier. These measures necessitated a maximum depth of the pier of 58 feet below the base of the rail. All of the piers in this structure are stepped out on the north side to provide for future second track.

At Station 395 there is a bridge over Montgomery Creek consisting of a 75-foot girder span. One end of this is supported on an abutment built into the rock ledge of the hillside at the end of a cut, while the other end of the girder is supported on a pier 50 feet high. The connection between this end of the girder and the head of the adjoining embankment is made by means of a 50-foot approach span having its outer end supported on a bank block carried by creosoted piles driven into the embankment.

Contract for this grade reduction work was let in July, 1917, to the Walsh Construction Company of Davenport, Iowa, some of the work to be done by sub-contractors and some by the forces of the general contractor. Conditions arising as a result of the war introduced such large increases in the cost of doing the work that it was necessary to relieve the contractors by changing the stipulation of the contract from a price per yard basis to a "cost plus percentage" form of contract. The work was completed in the spring of 1920.

Since this line has been put in operation, no trouble has been experienced from slides either in cuts or in fills.

December—A Time to End Accidents

Things to Talk About

Railway executives meeting in New York November 16 adopted a resolution granting, for an experimental period of six months, a reduction of 10 per cent in carload rates on wheat, corn, oats, other grain, flour and meal, hay, straw and alfalfa, unmanufactured tobacco, cotton, cottonseed and products except cottonseed oil and cotton meal, citrus fruits, other fresh fruits, potatoes, other fresh vegetables, dried fruits and vegetables, horses and mules, cattle and calves, sheep and goats, hogs, poultry, eggs, butter and cheese, and wool. Application will be made to the Interstate Commerce Commission immediately for authority to put these reductions into effect.

This action has been taken by the railroads notwithstanding the fact that their net operating income for the first year of operation under the present general level of freight and passenger rates was only 2.9 per cent on the valuation of their properties as fixed by the Interstate Commerce Commission for rate-making purposes—an amount which was just about enough to pay interest on outstanding railway bonds. The action was taken in response to an insistent demand that the railroads do something for the improvement of agricultural conditions.

The railroads are not in a financial position to make this sacrifice. Unless there should be some revival in business, which is purely conjectural, the entire immediate loss involved in this proposed reduction in rates would be taken from the net earnings of the railroads. In making this reduction the railroads are relying upon the public for co-operation in bringing about the necessary reduction in transportation costs, and they are hoping for the co-operation of labor itself.

Oil—A Recent Development in Louisiana

Rail and River Advantages Cause Crop of Refineries to Spring Up Along the Y. & M. V.

LOUISIANA is the paradise of the oil tank car. The stranger who travels over the ninety miles of the New Orleans division of the Yazoo & Mississippi Valley between Baton Rouge and New Orleans is likely to get the idea that all the tank cars in the country have been called together for a convention. In fact, tank cars and fields of sugar cane furnish about all the scenery there is on that part of the Y. & M. V.

One of the wonders of recent years has been the development of southern Louisiana as a center of the oil refining industry. Geographical advantages along the lower Mississippi, consisting of proximity to the chief oil fields of both the United States and Mexico, good rail transportation and river frontage on deep water navigation, have combined to make this part of the state the most important new field of oil operations in the United States.

The location of these refineries along this stretch of the river has added greatly to the manufacturing wealth of Louisiana, and the traffic developed by them has meant a great deal to the prosperity of the Illinois Central System.

A Growth of Recent Years

This great new business has sprung up almost over night. It has been only about a dozen years since the Standard Oil Company of Louisiana laid the foundation for its great refinery at Standard Oil, or North Baton Rouge (on the first bluff land that touches the river, looking upstream), and since then there have been added the works of the Carson Petroleum Company at the Crespo plantation, sixteen miles above New Orleans, the Island Refining Company at Sarpy, on the Prospect plantation, the Mexican Petroleum Corporation at Destrehan, and the New Orleans Refining Company, owned by the Royal Dutch Shell interests, at Good Hope.

The greatest of these refineries is undoubtedly that of the Standard Oil Company of Louisiana. It has meant more business for the Y. & M. V. than any of the others, although some of the newer plants have shown a greater percentage of increase in recent years. Crude oil for the Standard Oil refinery is piped from the southwestern oil fields of the United States, while that for the others is mainly supplied by tank steamers from the Mexican fields. In the source of supply lies the main difference between the Standard Oil refinery and the others; most of the other differences are merely in magnitude of facilities and operation.

Meant Million and a Half to Us

The Standard Oil plant covers the major portion of the 783 acres which the company owns at North Baton Rouge. It has a frontage on our right-of-way of 6,612 feet. In normal times it affords employment to about 4,000 persons, with an annual payroll at the refinery alone of about $7,000,000 a year, or about $12,000,000 a year for the entire company. The plant has a wharf 1,500 feet long and 7 4/10 miles of track in and around the

Refinery of Standard Oil Company of Louisiana at Baton Rouge

plant, on which the company operates its own switch engines. The refinery receives annually about 12,000 carload shipments and forwards about 24,000. Last year this traffic yielded the Illinois Central System about $1,500,000 in freight charges. The refinery's daily capacity is 45,000 barrels of crude oil.

The Standard Oil Company has recently purchased 738 acres of land five miles north of its Baton Rouge refinery, near Maryland, La., for storage purposes. This tract of land has a frontage of 5,650 feet on our right-of-way, and we have installed 1,350 feet of additional track at that point.

The Carson Petroleum Company, in buying the Crespo plantation, planned an initial investment of more than a million dollars in its plant. The ground is a plot of 500 acres and has a river frontage of 3,000 feet. Docking facilities alone will cost almost $200,000. The company's plans in addition to a large tank farm, include an extensive casing and cooperage plant—a canning factory with a capacity of 20,000 5-gallon cans daily, a casing factory to produce 5,000 cases a day, and the production of barrels on a scale as large as the demand justifies.

Uses Mexican Crude Oils

The Island Refining Company, a subsidiary of the Island Oil & Transport Corporation, has a refinery under construction at Sarpy (Prospect plantation). The company owns 150 acres, with a frontage of 2,200 feet on the river and a wharf 450 feet long. The refinery capacity will be 10,000 barrels daily, using only Mexican crude oils, and the completed plant is expected to produce all the usual refinery products.

The Mexican Petroleum Corporation's refinery at Destrehan is eighteen miles above New Orleans by rail or twenty-five miles by river. The plant occupies 400 of the 1,012 acres owned by the company. The river frontage is 5,100 feet, 1,000 feet of which is protected by piling. The loading wharf occupies a frontage of 600 feet. The plant's tank storage capacity for crude oil is 300,000 barrels; for fuel oil, 220,000 barrels. The refinery uses 20,000 barrels of Mexican crude oil a day and produces gasoline, kerosene, road oil, gas oil, asphalts, flux and diesel engine oils. The company has a capacity for loading bunker oil of 3,000 barrels an hour at the docks, and there are also facilities for barging to shipside.

Handle Fifty Cars at Once

The New Orleans Refining Company's plant at Good Hope, or Sellars, is twenty-five miles above New Orleans. The total acreage of 366 acres gives a frontage of 1,466 feet on the river. The refinery capacity will be 10,000 barrels daily of Mexican crude oil from the La Carona Petroleum Corporation, a subsidiary in Mexico. The storage capacity for refinery use is 160,000 barrels. The plant is composed of two units—the refinery and a storage and export station. The latter handles finished domestic products from the Roxana Petroleum Corporation, a subsidiary operating in Louisiana, Texas, Oklahoma and Kansas. The storage capacity for this unit is 440,000 barrels. Its loading racks will accommodate fifty tank cars at one time.

How does an oil-producing and refining company operate? The Standard Oil Company of Louisiana is organized in four distinct departments, each having a definite part in the prosperity of the company. First there is the producing department, which gets the oil out of the ground. Then there is the pipe-line department, which transports the oil to the re-

Looking From Office Building Across Tracks of Y. & M. V.

Plant of the New Orleans Refining Company

finery. Then there is the manufacturing department, the refinery, which turns the crude oil into marketable products. Finally there is the sales department, which attends to the distribution.

Strictly a Louisiana Concern

This company is incorporated under the laws of Louisiana, and all of its officers and directors are residents of the state. The officers are: President, D. R. Weller; first vice-president, C. K. Clarke; second vice-president, C. O. Scholder; secretary and treasurer, A. K. Gordon. The foregoing, with J. E. Todd, F. Ray McGrew, C. I. Fiero, T. H. Taylor and J. A. Bechtold, are the board of directors.

The company's history dates from April 13, 1909, when it was incorporated. Construction of the refinery at Baton Rouge began the same year, and it has been improved and added to ever since.

The growth of the plant has kept pace with the development of the oil-producing fields of Louisiana and Arkansas, to which it is linked by pipe-line. In 1909 the Caddo field was the only one from which the company obtained crude oil. Additional fields now tapped are the DeSoto, Crichton, Red River, Bull Bayou, Homer, Haynesville and Eldorado fields. These fields supply oils of varying qualities sufficient to keep the pipe-lines working close to their daily capacity of 50,000 barrels of 42 gallons each.

A Great System of Pipe-Lines

These pipe-lines which carry the oil to the refinery constitute a big part of the company's investment and require the constant attention of a considerable body of workers. The company's pipe-line system is 268 miles long. It consists of gathering lines in the producing fields, which bring the oil into central tanks, and three trunk lines which take the oil to Baton Rouge. Two of these trunk lines are of 8-inch pipe; the other is 12-inch pipe. Seven pumping stations are spaced out along the line, approximately forty miles apart. These pumping stations are connected by a private telegraph service to the Baton Rouge refinery, so that instant notice can be given of damage to the pipe-lines and orders can be transmitted to change the kind of oil being pumped. This change is accomplished by having each pumping station take up in its storage tanks the oil in the pipe and then start pumping the new variety called for. The kind of oil pumped naturally depends upon the demand at Baton Rouge.

The trunk lines are set from eighteen inches to two feet in the ground and generally follow railway right-of-way. They cross both the Atchafalaya and Mississippi rivers, being allowed to sink in the silt in the river bed in whatever zig-zag curves they happen to assume. Special "river clamps" safeguard the joints in the rivers. Line walkers go over every foot of the pipe-lines every day looking for leaks. They carry telegraph instruments which they can attach to the company's private wire in order to report to the pumping stations.

Where Manufacture Takes Place

The refinery at Baton Rouge constitutes the manufacturing department of the company. It has a daily capacity of 45,000 barrels of crude oil, equal to what 225 tank cars can carry. This crude oil is distilled and manufactured into various petroleum products, the chief of which are naphtha, gasoline, refined oil, gas oil, fuel oil, lubricating oil, paraffine wax and grease. The refinery also makes road oils and asphalts from certain Mexican crude oils which are received by steamer. This Mexican oil is only a small percentage of that received, however; the big business is on the oil piped in.

Which Is a Development at Good Hope, La.

The refinery is operated twenty-four hours a day. At present it employs about 3,500 persons, which is about 500 short of normal times. There are three 8-hour shifts. All the employes work on an 8-hour day or shift basis, and never more than six days a week. Each has one day off in every seven, although that is not necessarily Sunday.

And They Yet Have Stills

The Baton Rouge refinery is up-to-date and complete, one of the largest oil refineries in the country. It takes an average of 100 tank cars a day to handle its outbound products, in addition to those that travel by box car and by steamer or barge. It is a vast chemical works, where distillation is practiced on a huge scale. The crude oil is evaporated and condensed to varying degrees of refinement, until the ultimate residium is petroleum coke, which is used in the manufacture of electric light carbons and as fuel for other processes in the refinery. The stills have a capacity of 1,000 barrels, and an average of thirty-six hours is required for a complete distillation. The oils then pass through other stages of manufacture and are treated with various chemicals so as to meet the specifications for the various grades.

Nothing is lost. It used to be said of the packing houses that they lost nothing of the pig but its squeal. The refinery wouldn't even lose that. For example, a gas that was formerly lost in the process of manufacture has now been stored to operate certain huge gas engines, as large as the largest stationary steam engines, which provide the electricity needed in the plant. A special separation plant has been installed to save the oil that has been escaping to the river with the surface water from the refinery grounds. New processes are constantly being brought out to make more efficient the process of refining.

Acres of Tanks for Storage

To the casual passer-by the most noticeable features of the refinery are the vast storage tanks which cover most of the 783 acres at North Baton Rouge and which cover most of the 738 acres recently acquired at Maryland. These tanks are used for storage of both crude oil and manufactured products. Dikes are built around them for safety in case of fire, and the pipes permit of drawing off at the bottom the oil in a tank while a fire is burning at the top of it. Needless to say, smoking is one of the most unpopular pastimes around the refinery.

The refinery has its own machine shop, power plant, employment bureau, police force, welfare department and medical service. A modern and well-equipped office building is just across the Y. & M. V. tracks from the main part of the refinery.

As previously mentioned, the refinery is on the bank of the Mississippi, on the first highlands above the mouth of the river. At the lowest stage the river has about thirty-five feet of water, which will take care of the largest tank steamer afloat. The refinery dock, which is just back of the office building, will accommodate three ships at once. It is a notable piece of engineering—practically a 2-story dock of 120-foot spliced piling. This construction is necessary to allow for the variation of more than forty feet in the stages of the river.

Baton Rouge a Great Port

Much of the refinery's output is handled by steamer. The largest tank steamers will carry 5,000,000 gallons, and the refinery receives and dispatches an average of 250 cargoes a year. The company exports products to Great Britain, France, Spain, Italy, Holland, Germany, Denmark, Norway and Sweden directly from Baton Rouge. A large coastwise trade is

handled, too. This business has made Baton Rouge one of the leading ports of the United States. For the fiscal year ending June 30, 1921, this Mississippi River port, with exports and imports of 1,553,901 tons, ranked fourth in the Gulf of Mexico and ninth in the United States.

The sales department of the company has its headquarters in New Orleans. The products are sold under the trademarked name "Stanocola"—"Stan" for Standard, "o" for oil, "co" for company and "la" for Louisiana. This sales department has charge of merchandising in Louisiana, Tennessee and Arkansas, where it operates more than 200 tank stations. Distribution is carried on in part by the company's marine department, which operates towboats and barges on the Mississippi River and its tributaries to distribute fuel oil, refined oil and gasoline as far as Memphis, Tenn., and Arkansas City, Ark., where it is reshipped, if necessary, in tank cars or smaller containers.

Fuel oil is also carried to various sugar plantations along the Mississippi and its bayous, and bunker fuel oil is delivered to vessels in New Orleans harbor by barges and pump-boats which go alongside the vessels in midstream. The number of oil-burning steamers is increasing every day.

Organization With a Heart

It is pleasing to note that such a large and efficient organization as this can show keen sympathy. To promote the welfare of its employes is one of the chief policies of the company. The Baton Rouge refinery has a system of industrial representation that gives the employes considerable power in the management of their own relations with the company. The plant is divided into eleven divisions, each division consisting of one or more departments. For example, one division is composed of the machinists, blacksmiths, truck drivers and electricians. Each division has at least two representatives, on the basis of one to each 100 employes. Under the present allotment, there are twenty-seven white representatives and fifteen negro representatives, as the races are organized separately. These representatives meet, according to color, in separate conferences with a like number of representatives of the management. The conferences are empowered to handle all matters of joint interest—hours, wages, working conditions and adjustment of grievances. Their final decision is subject to review by the board of directors.

Stanocola Red Cross Unit

The choosing of representatives, which is

Mexican Petroleum Corporation's Plant at Destrehan, La.

Dock at high water
General Office Building
Docks from landside
Mooring cluster in foreground
Stanocola Refinery Band
Around the Refinery of the Standard Oil Co. of Louisiana

carried on in an election with ballot boxes and great secrecy, is an occasion for much friendly electioneering. This system of industrial representation actually functions, to the satisfaction of both management and employes.

For Welfare of Employes

The company's welfare work includes the operation of a first-aid hospital in charge of two physicians and two graduate nurses. Medical examination is required for all new employes, and at regular times for all employes to determine their qualifications for the work to which they are assigned. A sickness disability plan provides half pay during the period of disability for all employes with service of a year or more. A visiting nurse makes house-to-house calls. In accident disability the company furnishes medical attention and pays compensation in accordance with the workmen's compensation act. There is also a life insurance plan, whereby employes with service of one year or more receive without cost to them insurance policies ranging from $500 to $2,000.

Then, too, there is a pension system. Employes 65 years old having twenty years of services are retired on a pension, which is figured as 2 per cent for each year of active service computed upon average salary or wages received during the last five years of employment.

Y. & M. V. Has Suburban Service

The company maintains a dining room for the convenience of office foremen and the office force for the noon-day meal. The refinery has a band of thirty musicians, which gives weekly concerts in Baton Rouge during the summer. Each department also has a baseball team in the summer, and games are played frequently in Baton Rouge.

Most of the employes live in Baton Rouge, which is three miles down the Y. & M. V. tracks from the refinery. For their convenience a suburban service has been installed. It is believed to be the only one on the Illinois Central System outside of Chicago that serves patrons who are not employes of the company. Trips are timed so as to get the forces to the refinery and back as the various shifts change. Transportation from Baton Rouge to the refinery began in 1909 with omnibusses; then tow boats and barges on the river were used; then the railroads got into the game, first with open gondola cars, then with old fruit cars with benches in them, and now with regular passenger coaches.

And so it can be seen that the Stanocola refinery means passenger as well as freight business to the Y. & M. V. at Baton Rouge.

ENGINE AND CREW WITH ON-TIME RECORD

Here is Engine 1135, *which Engineer H. H. Banks of the St. Louis division recently handled to a record of nine straight months of on-time service, with four connections on each run and not an engine failure, as noted on page* 91 *of our November issue. The men in the picture, right to left, are: Fireman Clarence Carter, Engineer Banks, Traveling Engineer J. H. McGuire and Trainmaster F. T. Gibbs.*

Fourteen Times Around Earth—On Time!

Engineer C. J. Barnett Completes His Remarkable 5-Year Record With the Panama Limited

WHEN Illinois Central Train No. 8, better known as the Panama Limited, arrived at Memphis, Tenn., at 10:05 p. m., November 16, 1921, Engineer Charles J. Barnett, with Engine 1100, had just completed five continuous years in this service, making daily trips between Memphis, Tenn., and Canton, Miss., a distance of 188 miles. This is a total of 1,825 trips, and Mr. Barnett has always maintained the schedule of that train, which is a wonderful performance in view of the fact that the district between Memphis and Canton is single-tracked and has the heaviest grades between Chicago and New Orleans.

In this length of time Mr. Barnett has made 343,100 miles, or the equivalent of fourteen times around the earth.

Mr. Barnett has been running Engine 1100 ever since it was built in 1913. This engine is of the Pacific type. When the Panama Limited train service was begun in 1916, he and his engine were assigned to this service and pulled the first train south from Memphis to Canton.

Mr. Barnett has been in locomotive service on the Mississippi division since 1892.

When Mr. Barnett took this engine, November 16, 1916, the engine had in 26,005 miles. We have spent for thorough and general repairs on this engine since that date $12,254.75.

C. J. Barnett

In other words, this engine made 343,100 miles during the 5-year period with the foregoing amount expended for thorough and general repairs.

Old Time Table Gives Basis for a Story

An observing newspaper man at Manchester, Iowa, is H. L. Rann, whose Manchester Press picked out of the November issue of the Illinois Central Magazine information for an old-time railway story of interest to all the readers in his vicinity. Under the heading, "Can You Recall the Days of '57? Reprinting of Ancient Time Table of Pioneer Railway May Jog Dormant Memories of Old-Timers; Fast Time Was Frowned Upon; Three Hours Were Required to Make the Run From Dubuque to Dyersville; Some Weird Rules for Guidance of Employes," the Press recently carried the following interpretation of the 1857 time-table of the Dubuque & Pacific Railroad, which was reproduced on page 66 of our November issue:

We wonder how many readers of *The Press* today can recall the time when the Illinois Central tracks stuck their noses into the vast and illimitable west only as far as the village of Dyersville? Not many, we'll venture. The Illinois Central was then known as the Dubuque & Pacific Railroad, and in 1857 the division superintendent was D. H. Dotterer. On May 11 of

that year Mr. Dotterer issued a time table and instructions to employes, which are now veritable curiosities, as indicating the primitive stage of railway transportation at a time when Delaware County had no outlet to the world at large save by lumber wagon.

In 1857 the Dubuque & Pacific ran only two trains to the terminal, Dyersville. One was a mail train and the other an accommodation train. The mail left Dubuque at 7 a. m. and arrived at Dyersville at 10 a. m. The accommodation left Dubuque at 3 p. m. and reached the terminal at 6 p. m. This was a nice, leisurely trip of three hours, now covered in thirty minutes, but no doubt it was a revelation to the first passenger, especially in wet weather, when the roads were morasses. The stations on the line were Dubuque, Julien, Caledonia (now Peosta?), Epworth, Farley and Dyersville. The engines, of course, were filled up with cord wood instead of coal.

Among the rules laid down for observance by the employes of the road was one which is particularly interesting. It specified that in case of damage to engines, tenders or trains, due to neglect or carelessness, the cost of repairs were to be paid by the employe at fault. What would the Five Brotherhoods say if such a ruling were put in force today? Rather, what wouldn't they say? Here are Mr. Dotterer's instructions, which, you will admit, read queerly:

"Any damage the engine, tender or train may sustain by neglect of instructions or carelessness of the engineer, the net cost of repairs of the same will be charged to him and the amount deducted from his wages. The same will hold good against the conductor for any damage the train, engine or tender may sustain by his carelessness or neglect of duty.

"The whistle must not be used except in extreme cases of danger, in giving the necessary signals and in approaching the stations.

"Great care must be observed in approaching public crossings to reduce speed and commence ringing the bell at least 80 rods from the crossings.

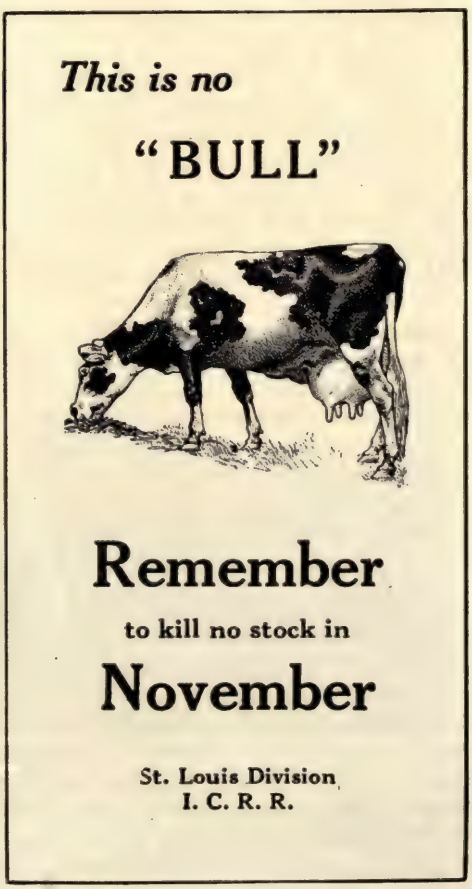
"Each train will wait on the other at regular passing places 30 minutes after the regular arrival time.

"Being that the road is not fenced and no cow-catchers, engineers must keep a sharp lookout for cattle and in no case run so as to risk the safety of the train, the making of time being only a secondary object. Let your motto be, 'Safe first and fast afterward.'

"Conductors will be very particular to see that the bell or whistle cord is always properly attached before leaving a station. Engineers will be responsible for any damage that may accrue from obstructions that may interfere with the free working of the cord in passing over the tender, etc."

The first passenger train from Dubuque to Dyersville, May 11, 1857, was drawn by a locomotive bearing the name of "J. P. Farley." Thomas W. Place was engineer; James S. Northup, conductor. This was when the Dubuque & Pacific Railroad was first opened for business.

STRIKING REMINDER



Card in "Strike No Stock" Campaign

O K Set on Double-Tracking Cairo Bridge

Government Permission Is at Last Obtained for Improving Our Gateway to the South

By C. I. ANDERSON,
Assistant Engineer

THE Illinois Central Railroad Company was granted a charter February 10, 1851, authorizing the location, construction and operation of a railroad and two branches, the main line to extend from La Salle, Ill., to a point near Cairo on the Ohio River, with one branch to Chicago and another to a point on the Mississippi River opposite Dubuque, Iowa. While the original plan contemplated confining the inital construction to lines within Illinois, the incorporators had in mind an extension southward from Cairo across Kentucky, Tennessee, Mississippi and Louisiana to New Orleans, then commonly spoken of as the "Queen City of the South." James C. Clarke, then master of transportation of the Illinois Central Railroad Company, thus expressed the sentiment: "The value of a great through traffic north and south is yet unknown, but it is reasonable to suppose that passengers and the more costly freights will seek the most available and the most direct route to the exclusion of the river, which is circuitous and uncertain."

Completed North and South Line

Financial depression during and after the Civil War postponed the immediate realization of Mr. Clarke's dream, but the subsequent success in building up the business of the railroad after it had been extended to New Orleans more than fulfilled his prediction as set forth by him at that early date.

With the gradual return of public confidence in railroads after the Civil War, the officials of the Illinois Central Railroad Company resumed their original policy of progression. In 1872 William H. Osborn, one of the directors of the Illinois Central Railroad Company, effected negotiations with Colonel Henry S. McCombs, then president of the Southern Railroad Association, which was operating the New Orleans, Jackson & Great Northern and the Mississippi Central railroads, resulting in the extension of the Mississippi Central Railroad from Jackson, Tenn., to Fillmore, Ballard County, Ky., nearly opposite Cairo, and the establishment of a transfer ferry.

Unable to await the fair return on their investments, the New Orleans, Jackson & Great Northern and Mississippi Central railroads became bankrupt and were sold under foreclosure in 1877 to a consolidation of corporations under the title of the Chicago, St. Louis & New Orleans Railroad Company.

Ferrying, costly, tedious at all times and hazardous during high-water stages, was not at all satisfactory, and plans for bridging the Ohio River were considered. They took definite shape in 1879, when, at the instance of President Ackerman of this company, soundings, surveys and estimates were made. From time to time the condition of the river was watched carefully, and frequent joint committee board meetings of this company and the Chicago, St. Louis & New Orleans Railroad Company were held, with a view to considering the bridge construction.

As an aid to this movement Kentucky approved "An act to authorize the Chicago, St.

The Cairo Bridge and a Freight Train Crossing It

Louis & New Orleans Railroad Company and the Illinois Central Railroad Company, or either of them separately, to build and maintain a railroad bridge across the Ohio River," March 29, 1886, and this was formally accepted by the Chicago, St. Louis & New Orleans Railroad Company April 1, 1886. Work on the approach to the proposed bridge was begun shortly thereafter by the Chicago, St. Louis & New Orleans Railroad Company. Detail plans for the entire bridge were prepared by Engineers George S. Morrison and E. L. Corthell, in conjunction with E. T. Jeffery.

At a board meeting of the Chicago, St. Louis & New Orleans Railroad Company, held March 26, 1887, it was decided to petition the Secretary of War for a permit to construct the bridge in accordance with acts of Congress passed December 17, 1872, and February 14, 1883, authorizing the construction of bridges across the Ohio River.

The application for the construction of the Cairo bridge on its present location was approved in April, 1887, and actual construction on the bridge proper was begun July 1, 1887, by the Union Bridge Company, which was awarded the contract for the greater portion of the bridge work. The bridge, a single-track structure, was completed ready for traffic October 29, 1889, and turned over to the operating department of the railroad March 1, 1890.

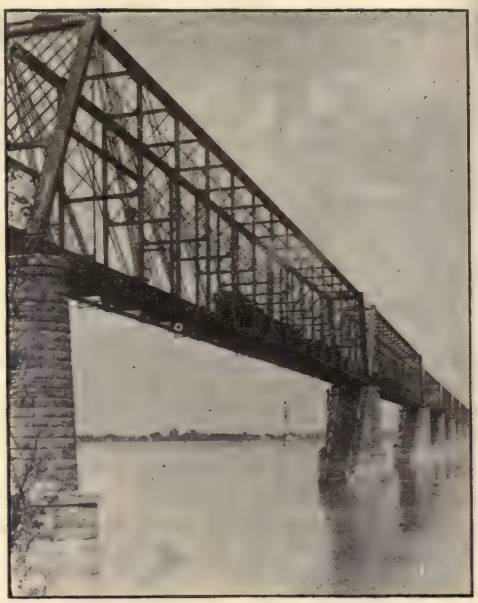
The total length of the opening was 20,460 feet, or 3⅞ miles. At that time it was the longest metallic bridge in the world, excepting the Tay Bridge. Of the above-mentioned length 7,850 feet represented the Kentucky approach, 4,646 feet were over the channel proper and 7,963 feet of approach were on the Illinois bank.

Bridge Now 1½ Miles Long

The steel was erected by means of falsework driven directly in line with the present alignment. Nine thousand nine hundred feet of this bridge consisted of timber trestle, which was later replaced by earth filling. In 1901-1902 the length of the bridge was further reduced when the steel viaduct approach on the Illinois side of the river was replaced by an earth fill, reducing the bridge to its present length of 7,957 feet, or one and one-half miles.

The time of construction was two and one-half years, and the work was carried out without any great loss of material or equipment.

On account of the heavy alluvial deposits it



Another View of the Bridge, With a Train Just Crossing

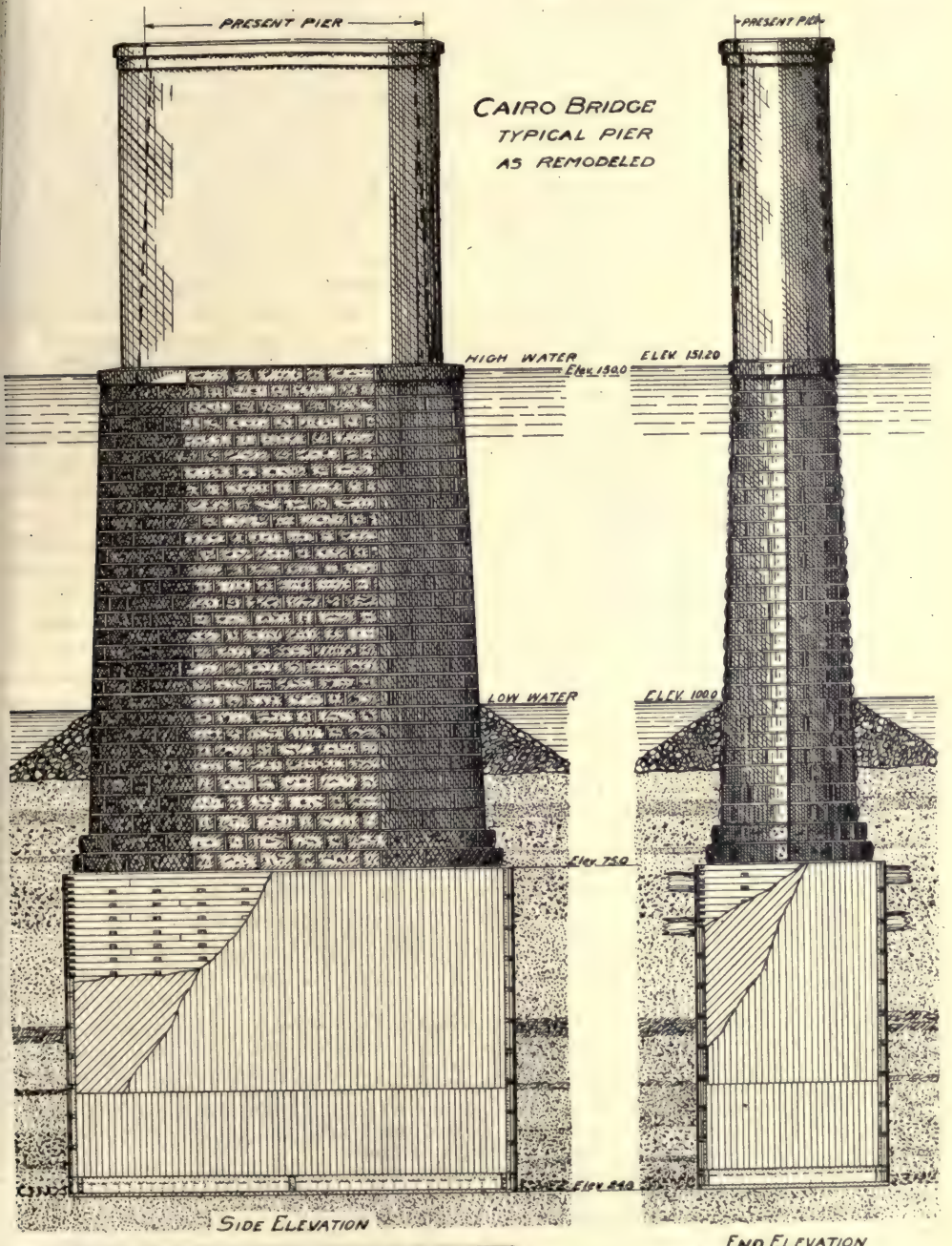
was both impracticable and impossible to go to bedrock, even by the use of the pneumatic process, and the channel piers rest on caissons, the lowest being seventy-five feet below lowest water. The total height of the structure, from the bottom of the deepest foundation to the top of the highest part of the iron work, is 249 feet.

Traffic over this bridge increased immensely during the first ten years of its use, and that, in conjunction with the increased weight of equipment, occasioned the consideration of plans for feasible methods of double-tracking as early as 1902.

Tentative plans and estimates were prepared and considered from time to time, but it was not until 1914 that formal application was made to put falsework in the river preparatory to double-tracking. However, at a hearing held by a board of government engineers June 16, 1914, at Cincinnati, Ohio, this company was denied the right to build the double track on the grounds that navigation interests objected to the length of the present 523½-foot channel span openings, and insisted that these spans should be increased to 800 or 1,000 feet in length.

Double Track Badly Needed

This company was not justified in doing so and set about finding means of strengthening


PRESENT PIER
CAIRO BRIDGE
TYPICAL PIER
AS REMODELED
HIGH WATER
Elev. 139.0
LOW WATER
Elev. 75.0
Elev. 24.0
SIDE ELEVATION
PRESENT PIER
ELEV. 131.20
ELEV. 100.0
END ELEVATION
30'-0"
70'-0"
PLAN
Scale
0 5 10 15 20 25 30 35 40 45 50 Feet
0 5 10 15 Metres
Datum is 100 feet below Low Water
= 169.58 - above mean tide at Biloxi Miss.

the bridge members to meet the requirements of increased loading due to heavier engines and cars, and thus make it possible to increase the tonnage of trains across the bridge. This work, which was done without the use of falsework, was completed in 1915.

During the European War, and since its close, the need of a double-track structure has been most urgent. In the latter part of 1920, on account of the gradual reduction of river traffic on the Ohio River, it was believed it might be possible to convince the government that the company could replace the present single-track bridge with a double-track structure without affecting adversely the navigation conditions, and therefore plans for reopening the case with the Secretary of War were started.

The present bridge consists of two 523½-foot, seven 405-foot through spans, three 250-foot deck truss spans and one 50-foot deck plate girder, on masonry piers. The Kentucky approach consists of twenty-one 150-foot deck truss spans and one 106-foot deck plate girder span on steel cylinder piers, filled with concrete.

The present river piers have an offset at a point about at the high-water mark, very nearly coinciding with the starling, and it is proposed to jacket with concrete or remove and rebuild, as necessity may demand, the portions of the piers above the starling, and thereby increase the dimensions of the tops of the piers sufficiently to accommodate the metal supports for the proposed double-track spans. The proposed new double-track superstructure will be designed for a loading equivalent to or greater than Cooper's E-60 class loading, and the gradient on the Kentucky approach reduced to .5 per cent, or 26.4 feet per mile.

Permission Obtained November 10

Plans were also developed to show possible further aid to navigation, either by fixed or floating protection, should present or future conditions so demand.

May 12, 1921, formal application for double-tracking the Cairo bridge, describing the proposed changes in detail, was filed with the Secretary of War. September 6, 1921, notice of a public hearing to be held at Cairo, Ill., September 28, 1921, was received, and preparations were made to present the proper argument

On Short Time

She was loose, lame and leaking, and the coal was full of slag
As she staggered up that mountain grade with all that she could drag.
The "hogger" watched the pointer, while the brawny "tallow pot"
With all his Herculean effort tried to keep that scrap heap hot.
Ten miles away the summit loomed, and there, the "hogger" knew,
Number Four, the fast express, at ten fifteen was due.
The "eagle eye" pulled out his watch; nine forty-five it read.
"Thirty minutes more to make the next ten miles," he said.

Then turning to the swearing, sweltering, grimy "smoke,"
With a word of wrathful meaning these stormy words he spoke:
"I want more steam," the "hogger" roared. "I want the engine hot.
Do you think were coasting down the hill or standing on the spot?"
The fire boy grabbed the clinker hook and wrestled it with rage;
With hook and scoop he fiercely worked, until upon the gauge
The hesitating pointer slowly, surely came around
Until the boiler pressure registered almost two hundred pounds.
The "eagle eye" put on his "gun," again he pulled his watch,
Then with a peaceful smile he cut her down a notch.

The "con" back in the cupola was raving wild with rage.
"What's the matter with that 'hog head'? Can't he read a printed page?
Can't he see that Number Four is among the carded trains?
I never saw a 'hog head' yet that had an ounce of brains!"
Just then the old mill gathered speed; the mile posts lagged no more,
And they pulled into summit siding just in time to "clear" for Four.
And there at summit siding they had to lie in wait,
For Number Four, that fast express, was just two hours late!

—Sent in by Joseph W. Gasey, McComb (Miss.) Shops.

before the board of engineers appointed by the chief of engineers. The hearing, held in the Federal Building at Cairo, Ill., on the date previously set, was well attended. The interests against the granting of this permit were championed by a representative of the Greater Kanawha River Improvement Association. Argument was presented by both sides, and able assistance was given the company by prominent citizens of Cairo.

November 10 a letter was received from Brigadier-General H. Taylor, assistant secretary of war, announcing that the application for double-tracking was approved.

The proposed new double-track superstructure of the bridge proper will appear in elevation similar to that of the present one. The permit provides for no change in the relative condition between the bottom of the spans and the surface of the river.

An Engineering Essay in Near-English

The following material presents a problem in editorial policy. It has almost equal right to go in an engineering department (if this magazine had one) or in the "I See" column recently established. Ex-service men and others who have had occasion to struggle with the French language will appreciate the French writer's attempt to unravel our English tongue. This is an article on the rack railroad at Langres, France. It appeared as chapter 13 *of a Guide to Langres, published for the benefit of American visitors during the war. The magazine is indebted to S. M. Sherman, assistant engineer, Chicago Terminal Improvement, for access to the publication.*

The Rack-railway

One of the principal curiosity of the city of Langres, it is certainly the rack-railway established in 1887 and destined to climb up the montain on which the town is sit down. Formerly travellers were obliged, to go from station to the city, to do on foot the journey about forty minutes along to way up on top of wich they arrived tired and quite out of breath. We ought to the travellers arriving by the valley a scalling so hard?

Problem, already resolved at Righi (Switzerland), has received a new application at Langres. The engineers had installed there a rack-railway, that begings in the station yard of Langres-Marne and that end to inside of the city, after to have gone over a length of 1,475 meters and purchase a nivel difference of 132 metres. We conceived easily the impossibility that would have there for an engine, circulating on an ordinary way, to scalling acclivity as rapid as this one of road wich we speak. The simple adherence of the wheels from locomotive to the rails should enought sufficient for alike acclivity.

Here is from the "Illustration" summary descriptions of that rack-railway, the first that has been established in France.

"In reality, the rack is an iron ladder, laid down against the rails along up the acclivity. It is this ladder that the question is to do scalling to railway composed with an engine and two carriages. Far that the engine is provided with one toothed wheel, wich put in gear with the steps. The upright of the ladder, that is placed in the middle of the line, have the form of an inversion U, uprights are interspace of 10 centimetres from axle in axle. The rack existe just in two parts in main point of acclivity; other parts in level run are crossed by a simple adherence and admit nivel crossings.

"The entrance in rack, when it leaves level runs, present the following dispositions: the stationary part of rack is prolonged by movable piece presenting, of force of one jaw army of teeth and articulate on the stationary ladder. This jaw lean on the line by two springs armed with lateral guides destined to prevent movable-rack deviations. With this both springs, it relent slowly under impulsion of the teeth wheel, as soon as this one present itself, and feeding with grain do reg-

ulary, without jolt, before it arrive at stationary rack.

"Locomotive differ sensibly from usual locomotive. It posses a teeth wheel placed at its lower part, of wich wheel, feed with grain on the rack in line of the gradients.

"Moreover, this engine lean on wheels so as to occupe an horizontal position in the acclivities; on the contrary, on flat land it is lightly inclined. It is provided with four help breaks: compressed air break counter steam break and two help breaks. For the carriages, they are provided ahead of frame, of one platform on wich rest agent charged to manoeuvre an energic break wich operated on teeth wheel. Engine is always on side of the valley; it push the train to the acclivity and hold back it to the declivity. The speed of walk is 10 kilom. at hour, all course do it about 8 to 10 minutes.

"The security is complete the rack rending running off the rails impossible, and the one whatever of three breaks from engine begetting instantaneous stop of the train as soon as squeeze it thoroughly.

"Out coming from Langres station the line cross the avenue of this station, turn abruptly at left, cleared fortifications and arrives to the foot even of rampart of the cliff on what the city is built, it a viaduct the hight of the steep wich seprate it from the city."

A MATTER OF COMMON AGREEMENT

The cartoon presented herewith is by Miss Edna E. Aldrich of Teheran, Ill., daughter of C. L. Aldrich, for almost thirty years a station agent with the Illinois Central. The Aldrich family is an Illinois Central institution. One son, Arthur L. Aldrich, entered the service as a telegrapher at the age of 16, seven years ago, and is now agent at Pawnee Junction, Ill. His younger brother, W. J. Aldrich, also entered the service at the age of 16, became a telegrapher at 17 and has now been with the company three years. The Aldriches believe the Illinois Central System to be, as Arthur writes, "the greatest railway system in the world."

December—A Time to End Accidents

Here's a Tale of an Agent's Long-Tailed Pets

FEW persons could bring themselves to the point of fondling an alligator. And the general opinion is that few alligators could be fondled. But there is proof at Belzoni, Miss., on the Yazoo & Mississippi Valley Railroad, that there are at least two alligators in the world that can be petted. In fact, they have been humored so much and often that they have become spoiled. These two alligators demand kind treatment and insist on being petted.

All travelers on that part of the Illinois Central System can, and many of them do, see these alligators at Belzoni. They are in the park at the station. A small pen has been built for their home. On one side of this pen there is a small wooden structure about a foot high, two feet wide and six feet long, and on the other a pool of water of about the same dimensions in the ground and lined with concrete. The wooden structure is a retreat for the alligators, and the pool supplies the element which their nature demands. The pen has been constructed to resemble, as nearly as possible, a natural home for them.

Six Months Awake, Six Asleep

During the warm months of the year, from May to October, these two alligators can be seen basking in the sun. They loll about with little concern for the rest of the world, unless food is offered. Persons who make a special effort to see them when the trains stop at Belzoni hang on the strong fence of the small pen and gaze in wonderment at the rough, shiny, iron-like coated reptiles.

When the air and the earth begin to chill, the alligators lose their interest in the outside world, and their desire is to eat, crawl lazily into their retreat, bury themselves in the mud and go to sleep. But they are not left unmolested. Eager sightseers rouse them from their slumber by poking sticks through the cracks of the boards that shelter them. In answer to the jab of the sticks, a piercing hiss like the steam exhaust of an engine comes from the interior of the small wooden structure. The alligators come out, but they are furious. The hiss is continued with increasing volume, and their huge mouths stand open in defiance to anyone who might come near. They refuse the choicest parcels of food. If left alone, they would remain dormant during the entire six months of cool weather.

Property of Agent L. S. Bradley

L. S. Bradley is the agent at Belzoni. The alligators belong to him, and he shows affection for them just as one shows affection for a dog or other animals. He has given each a name, and has taught them to come to him when their names are called. He fondles them, rubs their ferocious-looking rough heads, pats their sleek sides and talks to them in endearing terms. One can almost imagine the reptiles purring under his gentle handling.

Mr. Bradley has always had a great love

for pets. He has had dogs, cats, squirrels, rabbits and other animals. His kind-heartedness won the confidence of his pets, and they all displayed sincere affection for him. It has been little trouble for him to teach an animal tricks. They seem to understand what he wants and do their utmost to please him.

In 1907 Jake Boone, conductor on the Y. & M. V., got off of his train at Belzoni, and asked Mr. Bradley if he would like to have an alligator for a pet. Not taking the matter seriously, Mr. Bradley answered in the affirmative. He had never considered an alligator as a possible pet, and the matter soon slipped his mind. In a few days, Conductor Boone walked into the station at Belzoni with an 18-inch alligator in his hands, and handed it to Mr. Bradley with the declaration that it was a "bird." It was a cunning little thing, Mr. Bradley says, and his liking went out to it immediately.

Snakes Added to Collection

Mr. Bradley solicited the service of E. F. Grable, then carpenter foreman, to build a suitable pen in the station park.

The news of Mr. Bradley's pet alligator quickly spread over the division, and his fondness for animals was the topic of much of the conversation among employes.

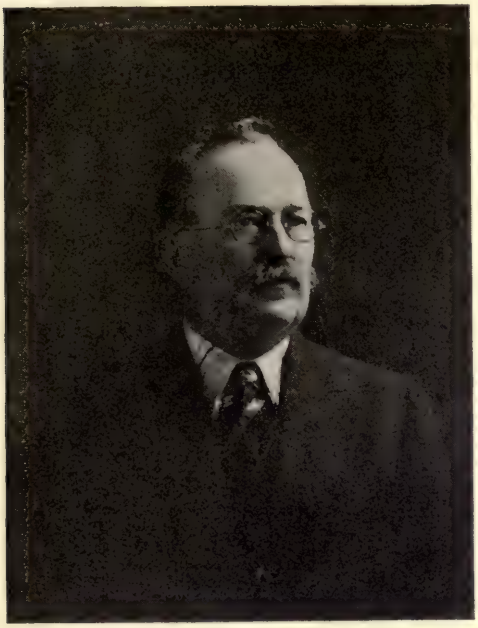
One day H. H. Alexander caught a 6-foot rattlesnake, and brought it to Mr. Bradley to keep. Mr. Bradley made a cage for it and gave the snake tender care—at a distance. This news also traveled rapidly, and it was not long before other persons brought him two more of the dangerous reptiles.

For food, Mr. Bradley gave the snakes live rats. He selected the largest ones he could find because he enjoyed watching the rattlers battle for their food. The snakes would not crawl to the rats and devour them, he says. Instead, the reptiles laid in wait, when they were hungry, until a rat came within reach. When a rat came near, the coiling process began, and in a flash a snake had buried its deadly fangs either in the forehead or side of the rat. Not longer than two minutes later, and often in much less time, the rat was dead. Then the snake ate it, his own poison and all.

Some New Natural History

But the snakes were not to have their way always. There came a cold day, and it is a snake's nature to become dormant in such weather. On this day there were several rats in the cage with the rattlers. They, like many previous ones, had been placed there as snake food. It may have been a coincidence, but on the day the snakes became sleepy the rats grew very hungry. The rats proceeded to feed upon the snakes. It may have been an act of revenge. Mr. Bradley says it has always

Joe and Pat at Belzoni, Miss.



Agent L. S. Bradley

been a mystery to him, and he seldom tells the story for fear that no one will believe it.

In the meantime, Mr. Bradley had named his alligator "Jake Boone" in honor of the donor. Jake grew slowly but surely. He was peevish at sunset if he had not been fondled during the day. He had become spoiled, and expected Mr. Bradley to rub his head each day. Jake soon learned his name. He would raise his head and start toward the person calling his name. Mr. Bradley often took him into the station. He would place Jake on the floor, rub his head and sides and then tell the assistant, Mr. Bradley's son, to call the alligator. When he did, Jake went to him immediately. The two men amused themselves by having the alligator cross the room from one to the other.

In 1907 Kit Lockett, negro, was employed as station cleaner at Belzoni. Love for alligators must have been contagious at that time, for Kit learned to think as much of Jake as Mr. Bradley did. Kit would climb into the den, call Jake, take him on his lap and pet him for hours.

Got Two More Alligators

The next year there were two additions to the alligator family. Joe Craken, supervisor, and Pat Lister, conductor, each brought a young alligator. The reptiles were named Joe and Pat respectively, and became as fond of their captors as was Jake. Kit took pride in all three of them, and saw that their every need was attended to.

In 1919 Jake had grown into such a splendid specimen he was sent for exhibition to the city zoo at Jackson, Miss. Mr. Bradley made a trip to Jackson about a year later. He wanted to see how Jake was being treated, he said, and to see if the alligator still remembered him. When Mr. Bradley arrived at Jake's new home in the zoo, he called Jake, and was surprised to see the alligator raise his head and start toward him.

A few months ago, Mr. Bradley says, he heard that Jake had been killed at Jackson. He was shot in the back of the

Kit Lockett, the 'Gators' Nurse

head, the only spot where alligators are easily killed.

Joe and Pat are happy at Belzoni. The city marshal saves all the stray dogs he kills, and feeds them to the alligators. Their favorite dish is raw meat, but fish, they find, are also delicious. When they are fed live rats, they show their close relation to the snake family by lying in wait. When they strike, it is both with the mouth and tail. The tail serves to throw the object into the mouth. They do not chew their food, but hold it with their teeth, then gulp it down. They will jump like a dog after small pieces of raw meat.

Sixteen Years at Belzoni

From October to May, Joe and Pat eat nothing and sleep most of the time. When May arrives, Mr. Bradley says, the two alligators are as fat and sleek as they were when they stopped eating.

The spring of the year is mating season for alligators. In that season, Mr. Bradley says, Joe and Pat pierce the early morning air with deep notes that resemble the bellow of a bull. They raise their heads, their necks swell and the sound that emerges vibrates through the surrounding country.

Mr. Bradley has had many animals offered to him for his little zoo, but he says too many would be expensive. He has refused many alligators. He is keeping Joe and Pat because he has become attached to them and because they have aroused much curiosity.

Mr. Bradley has been in the service of the Illinois Central System at Belzoni for sixteen years. His first railway work was as agent for the L. N. O. & T. at Shelby, Miss., in 1892. He remained there when the road was purchased by the Y. & M. V., but left the service in 1897 to accept a position in Tennessee with the N. C. & St. L. In 1899 he went to Hollywood, Miss., as agent for the Y. & M. V. and stayed there three years. He was then transferred to Minter City, Miss., where he was agent until he was sent to Belzoni as agent in 1905.

Urges More Work to Avoid Railway Fires

The Railway Fire Protection Association, which held its annual meeting in Chicago, October 18-20, is a vigorous organization representing seventy-seven railroads, the U. S. Steel Corporation, the Bethlehem Steel Corporation, the Bureau of Explosives, two electric railways and various insurance companies, corporations, firms and manufacturing industries. The constant aim of its members is to make railway employes (and officers) 100 per cent efficient in the prevention of fires.

The association statistical committee, reporting for seventy-five railroads comprising a mileage of 194,166, disclosed fire losses for 1920 aggregating $10,563,915. This loss was larger than that suffered in 1919, but a gratifying feature is that the number of fires decreased 1,219.

The committee on resolutions recommended:

That executives make manifest and proclaim their interest in fire prevention and protection, give active support and direction to enforcement and acceptance of individual responsibility as a matter of daily duty and encourage the inauguration of a system of education to develop comprehensive interest in fire prevention.

That all fire prevention activities on each railroad be co-ordinated through a central administrative officer for the promulgation of rules and regulations for the protection of properties and guidance of officers and employes, and to secure the best co-operation in elimination of fire hazards.

That, in all building plans, consideration be given to fire hazards and that these hazards be eliminated or minimized before construction, as at that time correction may be made most easily and economically. The encouragement of fire resistive building construction and the more extended use of fire walls to reduce large areas subject to fire are of great importance.

That care and cleanliness be recognized as the greatest safeguards against fire and be given first attention. Railroads have many frame structures. A clean frame building with careful, interested occupants, is a better fire risk than a brick structure in a dirty, congested condition with indifferent tenants.

That the enforcement of rules and regulations for the safe transportation, storage and use of explosives and other dangerous articles as prescribed by the Bureau of Explosives, American Railway Association, should be strictly carried out.

That rigid investigation of all fires be made to determine the cause and fix the individual responsibility for damage or destruction of property.

That intelligent and comprehensive inspection and adequate watchman service are both vitally important.

That maintenance and standardization of fire fighting facilities of both organization and equipment are necessary, and, where property values justify, installation of automatic sprinklers as a means of extinguishing fires in their incipiency, is recommended.

That it should be fully realized insurance only partly compensates for fire waste, and invariably a fire produces an operating loss, regardless of insurance collected.

That this association believes that a campaign or interest endorsing the recommendations above will produce beneficial results and it earnestly appeals to railway executives and officials for their personal influence in their enforcement.

How We Make Water Fit for a Boiler

Three Methods of Treatment Are in Use on Illinois Central System, and They Pay Their Way

By C. R. KNOWLES,
Superintendent, Water Service

THE process of treatment or purification of railway water supplies for locomotives, while of the first importance, does not involve any deep chemical principles, as there are only half a dozen or so chemicals used in all the known processes of treatment, with the exception of the compounds used in interior treatment, which are generally purchased already prepared for use or manufactured under the supervision of a chemist and applied as directed.

Most of the water treating plants on railroads use only two reagents in the treatment of water—lime and soda ash. In addition to these, sulphate of alumina and iron sulphate are sometimes used as coagulating mediums to assist in the precipitation of matter in suspension. Three general methods of water treatment are in use on the Illinois Central System:

1. Interior treatment by means of specially prepared compounds and soda ash.

2. Exterior treatment in treating plants using lime and soda ash.

3. Filtration through sand filters using sulphate of alumina (alum) for the removal of mud and suspended matter.

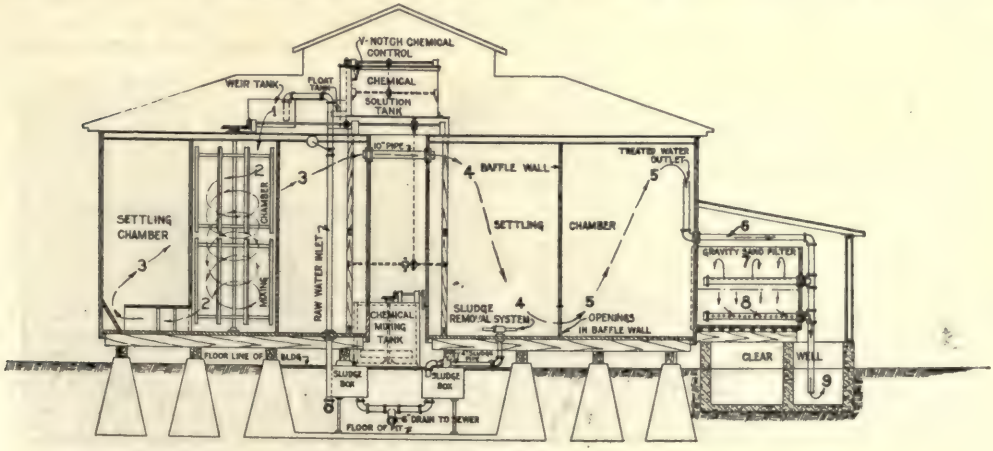
The first method of treatment consists chiefly of the use of compounds prepared in the form of bricks for use in locomotives and in a paste form for use in stationary boilers. The bricks are placed in the tender of the locomotive each time water is taken, and, as the bricks dissolve, the compound is carried into the boiler with the water. This form of treatment is used extensively on the Northern and Western lines and from Mounds to Birmingham on the Southern Lines, as well as at all principal power plants. Anti-foaming compound is also used to prevent foaming of boilers using water treated with lime and soda ash.

Now Using More Compound

The anti-foaming compound, which comes in a paste form, is dissolved in warm water and applied to the water in the engine tender or directly to the boiler through the injector when necessary.

During 1920 we purchased 120,000 pounds of boiler compound. We shall use during the present year more than 200,000 pounds.

The treatment of water by means of boiler compounds is not identical with the treatment of water in a water-softening plant, as the chemical reaction between the ingredients in the compound and the objectionable elements carried in the water takes place within the boiler, and, instead of being removed, the scale-forming materials are kept in a soft state and are carried to the bottom of the boiler, where



CONTINUOUS WATER SOFTENER
AT WATERLOO, IA.

they are blown off through the blow-off cock.

The advantage of treating with boiler compound is that it is relatively inexpensive as compared with the cost of constructing and maintaining treating plants and it may be used where such plants do not exist or where the cost of construction cannot be justified.

Two Types of Softeners

Water softeners for railway water service are built in two general types, the "intermittent" and the "continuous" types. In the intermittent treating plant two or more tanks are always required, as after treatment it is necessary for the water to stand until reaction and precipitation have taken place, while in the continuous plant the process of reaction and precipitation takes place as the water is passing through the softener, and the water is ready for use as it passes out of the discharge end of the plant. An illustration of the passage of the water through a continuous softener is shown in the plan of the Waterloo, Iowa, plant, reproduced herewith.

The untreated water is discharged into the weir tank (1), where the chemicals used in treatment are added; the water then passes into the mixing chamber, or downtake (2), where the water and chemicals are thoroughly mixed by means of revolving paddles. The water then passes out of the bottom of the mixing chamber, enters the first settling chamber (3), and slowly rises to the top as additional water is admitted; it then passes through a 10-inch pipe into the second settling chamber (4) and down under the baffle wall into the third settling chamber (5), in which it rises and passes out through the treated water outlet (6), and into a gravity sand filter (7). It then passes through a sand bed

Plant at Baton Rouge, La.

30 inches thick (8), and into the clear well (9), from which it is pumped to the storage tank and is ready for use. The greater part of the impurities are deposited in the settling chambers (3), (4) and (5), and are removed by the sludge removal system to the sewer. The filter removes any matter in suspension that remains in the water after it has passed through the system. The present Waterloo plant has been in continuous operation since 1916 and is removing annually more than 700,000 pounds of solids from the water used at that point.

Where Our Plants Are

Continuous treating plants with filters are in service at Freeport, Ill., Independence, Dubuque, Waterloo, Charles City, Osage, Mona, Cherokee and Merrill, Iowa, and Carbondale, Ill., while intermittent treating plants without filters are in service in Lena, Scales Mound and Galena, Ill., Peosta, Dyersville and Manchester, Iowa, Haldane, Mendota and Decatur, Ill.

Lime and soda ash are used exclusively in

Big Muddy Pumping and Water Softening Plant, St. Louis Division

both the continuous and the intermittent plants. The scale-forming materials which are removed from the water through treatment are compounds of lime, magnesia, iron, alumina, etc. The great majority of these materials are carbonates of lime and magnesia, which are designated as temporary hardness, due to the fact that they precipitate out of the water at a temperature equivalent to about 50 pounds boiler pressure. Sulphates of lime and magnesia are termed permanent hardness, because they are not affected by temperature.

The action of the reagents, lime and soda ash, in removing the impurities and softening the water may be illustrated by giving as an example their action on carbonate and sulphate of lime.

Carbonate of lime, the chemical term for limestone, marble and chalk, is soluble only in water containing carbonic acid gas and is thrown into suspension when the carbonic acid gas is thrown out of solution. This may be done by means of certain chemicals, the cheapest of which is quick lime. In the process of water softening the quick lime is mixed with water, forming hydrate of lime, commonly called slaked lime. When this slaked lime is added to the water in proper quantities, it unites with the carbonic acid gas which holds the carbonate of lime in solution, forming carbonate of lime, and precipitates out, together with the original carbonate of lime. As it is not soluble in water alone, the carbonate of magnesia is also precipitated at the same time.

Getting Gypsum Out of Water

Sulphate of lime, commonly known as gypsum or plaster of paris, may be removed from water by the application of carbonate of soda (soda ash). A reaction takes place when the soda ash is added to water containing sulphate of lime in solution, resulting in the formation of carbonate of lime and sulphate of soda. The carbonate of lime settles down, and the sulphate of soda remains in solution.

Some waters contain free sulphuric acid, particularly surface waters subjected to pollution from mine drainage. Sulphuric acid is extremely corrosive. It is removed at the same time the carbonates and sulphates are removed by the application of lime to neutralize the acid.

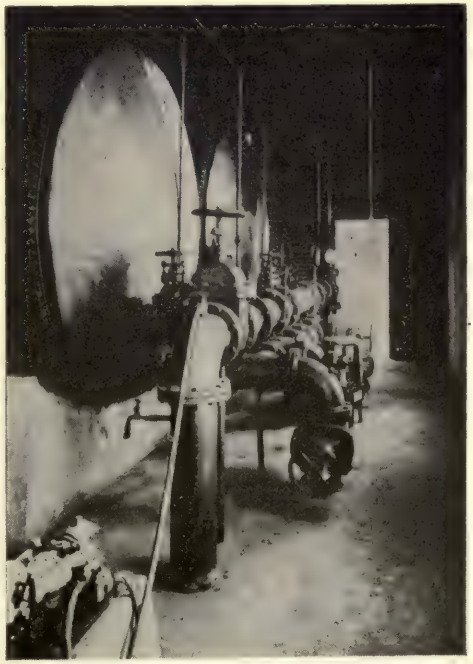
Thorough mixing of the chemicals and water is necessary for correct treatment, after which sufficient time must be allowed to permit the chemicals applied to react with the impurities to be removed. This is usually fixed at four hours, depending upon the character of the impurities and the temperature of the water.

Frequent analyses and tests of the water are necessary to determine the definite amount of chemicals in proper proportion that must be added to the water to obtain the desired results. Well waters change but little in character, as a general thing, especially from the deeper wells, but water from surface supplies must be carefully checked at frequent intervals in order to detect changes in the water affecting the treatment, particularly immediately after rains or when the flood waters from rains are running out.

Two Kinds of Filters

While filters are used as a finishing step in the treatment of water with lime and soda ash, they are also used to remove mud, suspended matter, and bacteria from water. Filters may be of either the pressure or the gravity type. In the pressure type the water is passed through the filter under pressure and is delivered directly to the storage tank without being rehandled. With the gravity type of filter the water flows through the filter by gravity and is repumped to the storage tank.

Sand is usually employed as a filtering medi-



Interior, Baton Rouge Plant

um in either type of filter, although excelsior, charcoal, culm and other materials have been successfully used for the purpose. The sand beds vary in thickness and are supported on beds of gravel. In both the pressure and gravity type used on the Illinois Central, the water enters at the top, is distributed uniformly over the sand bed and passes downward through the sand and supporting layer of gravel beneath. The filters are washed by reversing the flow of water and passing it upward through the sand, washing off the mud that has collected.

Treatment Pays for Itself

Much of the mud and suspended matter carried by the water is so fine that it will pass through the sand bed unless a coagulent is used. Sulphate of alumina, which is used as a coagulent, has the property of bringing the finely divided particles in suspension together in flocks in such a manner that they are retained by the sand.

The material carried by some waters is much easier to filter out than that carried by others. For example, the mud carried by the Mississippi River at Baton Rouge is readily removed by the filter at that point, except when the flood waters from the Red River enter the Mississippi in large quantities, when it is impossible to remove all of the mud except by prolonged settling and coagulation. As the present settling time is limited, plans have been prepared for providing additional settling time, to permit of handling the Red River water, which at times carries as high as 3,500 parts per million of suspended matter.

While the proper treatment of water for use in locomotives is sometimes a troublesome and expensive operation, the trouble and expense is repaid many times over in improved operation of locomotives.

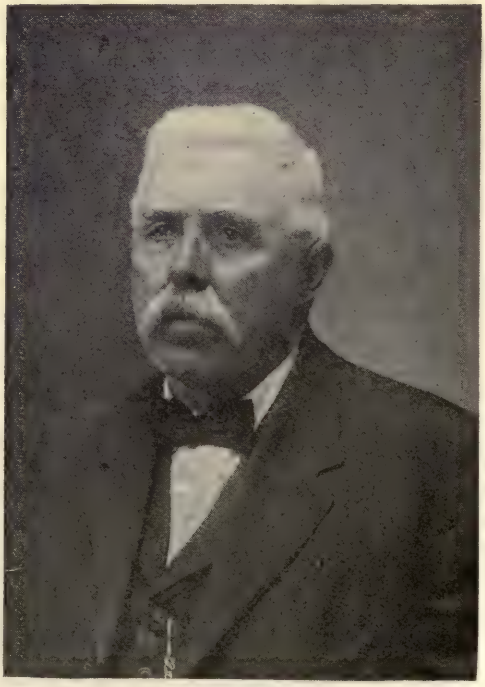
He Served the Illinois Central 50½ Years

John Pendergast, recently retired section foreman at Colfax, Ill., was born in Chicago, Ill., June 12, 1856. At the age of 15 years, April 5, 1871, he entered the service of the Illinois Central Railroad Company.

He worked as section laborer April 5, 1871, to April, 1876, at Farina, Ill. From there he went to Dongola, Ill., to take charge of an extra gang laying steel and taking up old iron rail. Then going back to Farina, he resumed work as section laborer until January 24, 1878, when he was sent to Mason, Ill., as a section foreman. March 1, 1880, he was transferred to Colfax, where he served as section foreman until September 30, 1921, when he was pensioned on account of failing health after serving the company for fifty years and six months.

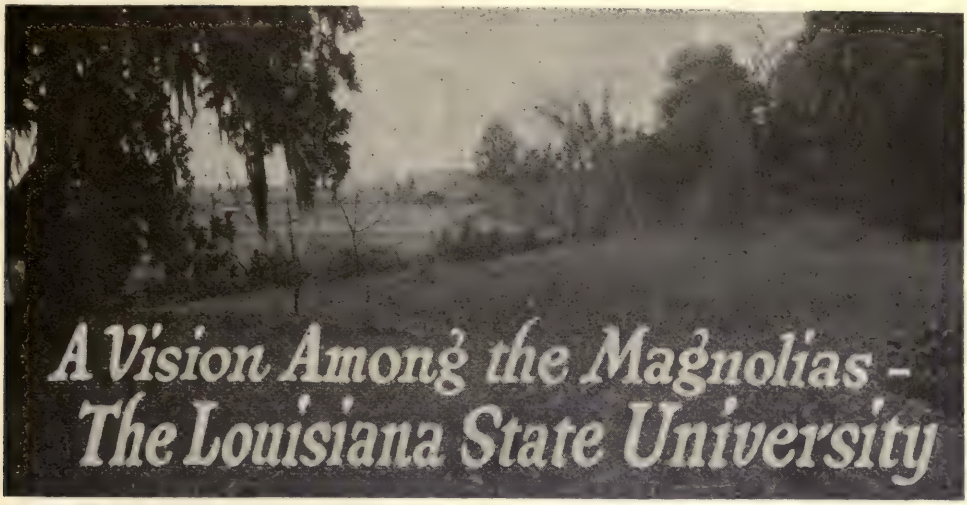
During this entire length of service Mr. Pendergast's name was never omitted from a payroll; neither was there ever an accident on his section due to any negligence on his part. He has always been a conscientious and faithful employe, with the company's interest at heart.

His son, Walter, who is agent for the Illinois Central at Roberts, Ill., has been in the employ of the company since 1904.



John Pendergast

Frank Pemberton of Kempton has been transferred to Colfax to succeed Mr. Pendergast as section foreman.



A Vision Among the Magnolias - The Louisiana State University

PASSENGERS on the Yazoo & Mississippi Valley just south of Baton Rouge, La., next spring are advised to turn their attention from the levee just west of them to the first magnolia-crested bluff just east of them and behold rising there something unique in American educational annals—a group of state university buildings of one plan and architecture, a university that is a unit because it is built to order.

Crowning the magnolia bluff in the next year or two will be the new and complete Louisiana State University and Agricultural and Mechanical College—to give it its full official name. As a matter of fact, when you hear the project discussed in Baton Rouge you will hear it referred to, nine times out of ten, as "the new agricultural college," but that is not the proper statement, since the whole University will be moved there from its present sit on the northern side of the city.

Governor Parker a Farmer

The biggest reason for stressing the agricultural side of the University is perhaps Governor John M. Parker himself. The governor is a real farmer as well as Louisiana's outstanding figure of national prominence. His present visit to Washington, D. C., where he is lending his judgment to the armament conference as a member of the advisory committee for the American delegates, probably has not prevented him from being in spirit in Louisiana, where his pedigreed stock, by winning blue ribbons in the various fairs, are leading his people on to better farming and where he keeps a desk drawer in his private office well filled with photographs of his prize-winners to exhibit to agriculturally minded visitors who obtain audience with him.

The governor is a militarily erect gray-mustached Southern gentleman, and he is busy and curt if need be, but he is never too busy to talk about his stock farm and how it is arranged so that each animal has just so much space, and how visitors make Sunday pilgrimages to look it over.

The governor was brought up in northern Louisiana, in the parish (which means county) just opposite Vicksburg, Miss., where his people had been planters for several generations. His present stock farm of several thousand acres is at Bayou Sarah, or St. Francisville, about forty miles above Baton Rouge on the east side of the Mississippi. Here he has Hereford and Holstein cattle, Duroc-Jersey hogs, Angora and milking goats, and sheep, housed inexpensively, the hogs in pens along a middle lane, with half an acre assigned to each sow. This time of year it is uncommon to pick up a Louisiana newspaper that has not something about the governor's stock on their way to one of the many fairs Louisiana has, telling how they travel in special cars with their own attendants and how they won prizes at the previous fairs.

Took Legislature to Farm

The governor is a big man in farming circles in his native state. Last year the Louisiana Swine Breeders' Association held its annual meeting at his farm, and last year the governor also took the whole legislature up there from Baton Rouge for a visit.

Which naturally brings us back to the new

agricultural college, which leads on to the new University.

The governor is a staunch friend of education. When he was elected one of his planks pledged an improvement in the state agricultural college to keep pace with Louisiana's growth as an agricultural state. The development of the state's natural resources, particularly in oil, laid the foundation of the plan—to have the soil itself pay for the new college. When natural resources are taken from the soil, something has been subtracted from the wealth of the state, and so it is no more than fair that the state should tax this severance of its resources. Hence we find in operation the Severance License Bill, passed by the legislature in 1920, which provides a tax of 2 per cent on the value of all gas, oil, sulphur, salt, lumber and other natural products. This tax is collected at the time the products are severed from the soil. It goes into what is known as the Severance License Fund.

Money Goes to University

And this fund is to build the new University. An exception of $800,000 is set aside for the charity hospitals at New Orleans and Shreveport, the insane asylums at Alexandria and Jackson, the negro university at Scotland and the boys' reform school, but what is left goes to the agricultural college account. At present there is in this fund about $1,700,000 for agricultural college purposes.

A new bill up at the present session of the legislature raises the tax to 2½ per cent, to run to January, 1925, and specifies that not more than $6,500,000 of the fund shall go to University purposes. In addition the constitution of 1920 provides a one-half mill property tax for the support of the University, limiting the annual share to $1,000,000, unless the legislature makes an additional appropriation.

This is more money than the University has been accustomed to seeing—at least $6,000,000 for building and $1,000,000 a year for support. And so great plans are being made. Massachusetts architects have been engaged to prepare the preliminary drawings, and detailed plans for this made-to-order and built-to-specifications University are developing every day. The dedication of the grounds and laying of a cornerstone will make up a big event for next spring, about the fifteenth of March. President Harding has given his conditional acceptance to an invitation to attend. Herbert Hoover, secretary of commerce, also has accepted conditionally. Charles M. Schwab has likewise been invited, but has not yet accepted.

Site Includes Almost 2,000 Acres

The new University grounds total 1,916 acres, just south of Baton Rouge, bordering on the river and crossed by the right-of-way of the Y. & M. V. The first plot of more than a thousand acres was bought three years ago, when the first plans for the new development were laid.

On the north edge of this acreage, and within good view and easy walking distance of the Y. & M. V. tracks, on a bluff that extends out toward the river, commanding the lowlands and covered with magnolias, the new University buildings will rise. They will be modern and fireproof, of a standard but simple and satisfactory design. The first structures to be erected will be the livestock barns, which will occupy the ridge running just south of the main mound.

The main campus of the new University, to which a new boulevard is planned to lead from the city, will occupy the site of the headquarters buildings of the old Magnolia Mound plantation, which occupied this land and was in its glory "befo' de wah." Picturesque decorations of the campus will be two conical Indian mounds, which will be retained in the landscape gardening plans. A natural hollow will be utilized for an open-air swimming pool, near which the gymnasium will stand. On the ridge to the south, in all probability, will be laid out the University athletic fields. But no man-made decoration can equal the profusion of the magnolias with

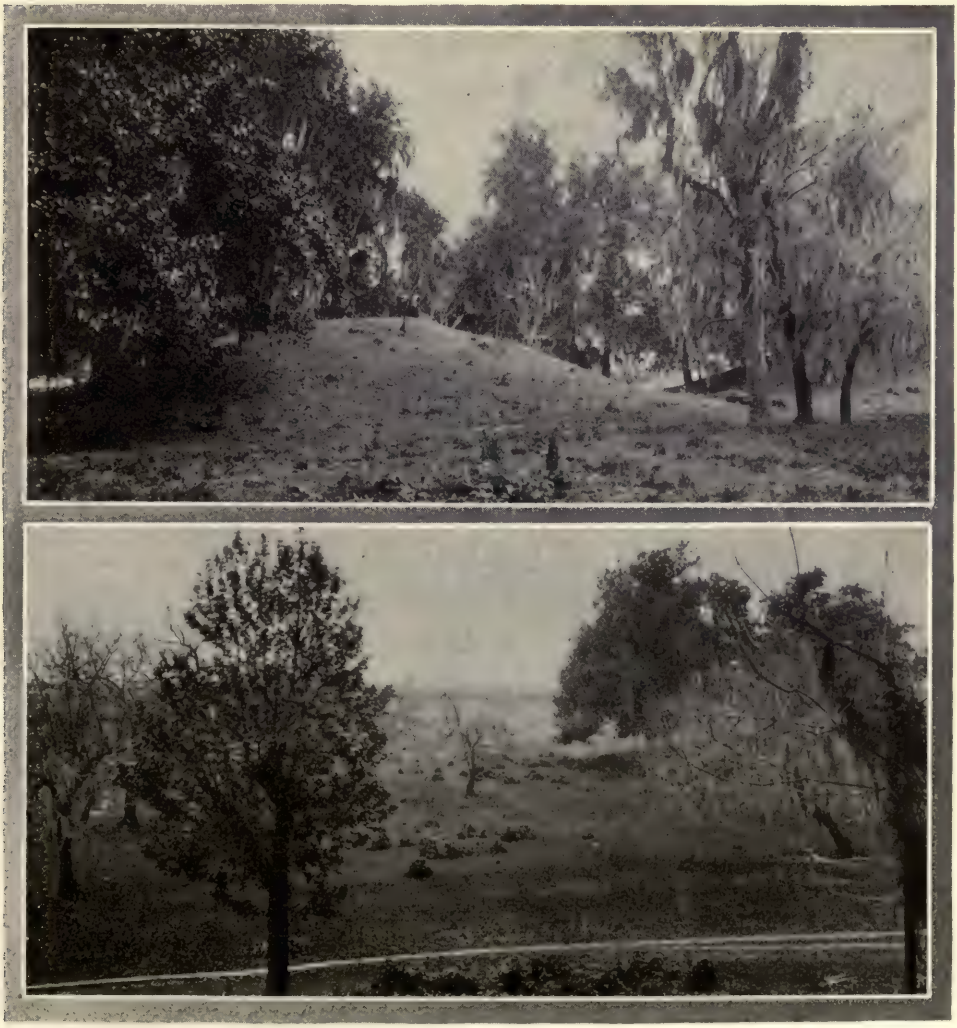
One of Oldest Buildings on Present Campus, Said to Date From Spanish Occupation. Now Used by University Band.

their Spanish moss, and the buildings will be laid out so as to harm as few of them as possible.

Good Farm Lands Included

A spur of the Y. & M. V. has already been built to the University site, and it is certain that the construction of this educational institution will mean considerable revenue for the Illinois Central System.

The lowlands comprised in the new University farm are among the richest in Louisiana, and it is hard to see how the College of Agriculture and the Agricultural Experiment Station could have fared much better by any other move. Prof. W. R. Dodson, dean of the college and director of the station, an 1890 graduate of the University of Missouri, who recently resumed his work in Louisiana in order to participate in the new development, is enthusiastic in describing the possibilities of the new grounds to the visitor. The combination of high and low ground will make possible the raising of all of Louisiana's crops side by side, the most prominent among them being rice, sugar cane, corn and cotton. Water to irrigate the rice can be



Where the New University Will be Built. Upper Picture Shows the Two Indian Mounds. Lower Picture Is View From Mound Toward Y. & M. V. Track and River.

siphoned over the levee from the Mississippi River. The present experiment stations are at Crowley for rice, at Audubon Park for sugar, at Calhoun for hill-land crops and beef cattle, and at Baton Rouge for general instructional purposes.

An efficient system of extension education has been built up, and there is much agricultural rivalry among the parishes, most of which finds its expression in the unusually fine series of big and little fairs that Louisiana holds. For much of this development the state is indebted to Professor Dodson, who has been an agricultural leader in Louisiana for almost three decades.

Present University Noteworthy

The present University equipment, which will probably be sold to provide additional funds for the new construction, yields to no other institution in the country in wealth of historical associations and natural beauty of campus.

The University owes its origin to certain grants of land made to Louisiana in 1806, 1811 and 1827 by the United States government "for the use of a seminary of learning." The state constitution of 1845 provided for the establishment of such an institution from the proceeds of the sale of these lands, but it was several years before the legislature succeeded in giving effect to this constitutional mandate. A plan of organization was adopted in 1848, and in 1853 a site about three miles from Alexandria, on the east bank of the Red River, was chosen for the new institution, which was officially designated as the Louisiana State Seminary of Learning.

During the next six years various changes and improvements in the plan of organization were adopted by the legislature. Among these was a law providing for military instruction in the seminary. In 1859 William Tecumseh Sherman, a former army officer, was chosen superintendent, and by the end of the year a faculty had been selected and preparations for academic work had been completed.

School Started in 1860

The first session began January 2, 1860. In spite of the Civil War, which led to the resignation of most of its teaching force and student body, the seminary continued in operation until April, 1863, when an invasion of the Red River Valley by Union forces caused it to suspend its exercises.

Academic work was resumed on October 2, 1865, under the presidency of David French Boyd, who remained at the head of the institution for nearly twenty years. October 15, 1869, the seminary building was destroyed by fire; but the disaster interrupted its work for only a fortnight, as accommodations were at once secured in Baton Rouge in the building of the School for the Deaf, which remained the domicile of the institution until 1886. In that year new quarters were found in the buildings of the United States Army post in the northern part of the city, from which the regular troops had been withdrawn some years before. A loan of these buildings and grounds was generously made by the United States government, and by an Act of Congress, approved April 28, 1902, this loan was converted into a gift, full title to the property being vested in the University.

Two Institutions Combined

In the meantime important changes were taking place in the organization of the institution. In 1870, after the removal of the seminary to Baton Rouge, its name was changed by the legislature to the Louisiana State University. January 2, 1877, the University was merged with the Louisiana Agricultural and Mechanical College, which had been chartered April 7, 1873, and had been opened in New Orleans June 1, 1874. The two state institutions, "united and constituted into one and the same institution of learning," assumed the legal title of the Louisiana State University and Agricultural and Mechanical College, and the first session under the new arrangement began October 5, 1877.

In 1880 William Preston Johnson became president and served for three years, being succeeded in 1883 by James W. Nicholson. In 1884 David F. Boyd returned to the presidency for two years. In 1887 James W. Nicholson again became president, and upon his resignation in 1896 he was succeeded by Thomas D. Boyd, the present executive.

The University enclosure, comprising more than fifty acres, is an ideal situation for an institution of learning. The campus lies upon a high bluff overlooking the Mississippi River, and is well laid off in walks and avenues shaded by elms and live oaks. At the northern end of the grounds is the University lake,

Driveway
President Bouds Home on Campus
George Peabody Hall, Education
Chemistry Building
Campus Scene
Hill Memorial Library
Views of Present Campus, Louisiana State University
Baton Rouge La., State Capital and Center of Learning

which adds to the attractiveness of the surroundings and affords facilities for recreation in swimming and boating.

Much History Around University

The University occupies an historic spot. Within the confines of the present campus have been quartered in past years the soldiers of France, England, Spain, the United States, and the Confederate States in the order named. There in 1779 occurred the only battle fought in Louisiana during the Revolutionary War, when a British garrison was attacked and captured by the Spanish governor, Bernardo de Galvez. Spanish soldiers remained there until 1810, when their feeble garrison was expelled by a band of American adventurers led by Philemon Thomas, and that portion of West Florida was wrested from the Spaniards.

From the beginning of the American occupation until 1877 the present University site served as a garrison for United States troops, with the exception of 1861-1862, when it was held by the Confederates. Within those grounds and in their immediate vicinity many stirring events of the Civil War, on both land and water, were enacted. There, too, in the ante-bellum days stood the home of General Zachary Taylor, the hero of Buena Vista and President of the United States. A memorial tablet, marking the site of President Taylor's residence, was erected in 1899 by the local camp of the United Confederate Veterans, and forms one of the interesting objects of the campus.

September 22, 1917, the Historical Society of East and West Baton Rouge dedicated a marble tablet as a memorial marking the site of the Spanish fort captured by General Philemon Thomas September 23, 1810.

Campus Has Forty-nine Buildings

The grounds of the University lie at the northern boundary of Baton Rouge. Upon the campus are forty-nine buildings, the most important of which are: Alumni Hall, a memorial to the late President David F. Boyd, containing the various administrative offices; the Hill Memorial Library, donated by the late John Hill of the Parish of West Baton Rouge as a memorial to his son, John Hill, Jr.; Garig Hall, used for public assemblies, the gift of William Garig of Baton Rouge; Irion Hall, containing the chemical laboratories and the lecture rooms of the Law School; Heard Hall, occupied by the departments of physics, electrical engineering, civil engineering, and mathematics; Robertson Hall, equipped for work in mechanic arts and drawing; the engineering laboratory, and the power plant, for practical instruction in electrical and mechanical engineering; Peabody Hall, a gift of the Peabody Education Fund, occupied by the departments of education, psychology, home economics, music, and Peabody High School and several academic departments; Foster Hall containing the students' dining room and dormitory; Agricultural Hall; the Agronomy Building; the experiment station offices; the offices of the department of agricultural extension; the Pavilion, now used as a gymnasium for girls; the gymnasium, built in 1918 as barracks for the S. A. T. C.; the four Pentagon dormitories; the hospital; a steam laundry; five fraternity halls; and four residences.

The University is organized into the following schools and colleges: The College of Arts and Sciences, the College of Agriculture, the College of Engineering, the Audubon Sugar School, the Law School, the Teachers College, the Graduate Department and the Summer Session.

The enrollment last year was about 1,100.

Baton Rouge Is Prosperous

Baton Rouge, besides being the seat of the State University, is the capital of Louisiana. Although far up the Mississippi River, and a small city, as cities go, it is, strange to say, one of the biggest ports in the United States, and it is one of the best stations on the Illinois Central System, usually ranking better than tenth. In November, 1920, by doing a business only slightly less than a million dollars, it rose to fifth place on the system. George Wildes is the Y. & M. V. agent at Baton Rouge, and the Y. & M. V. is undoubtedly Baton Rouge's most popular railroad. Mr. Wildes, who was a major in the World War, is commander of the American Legion post at Baton Rouge, and his personal popularity has much to do with the esteem in which the Y. & M. V. is held.

Baton Rouge, its residents say, has never felt the business depression. It is a fact that building is going on there at a rate approximating that of the most prosperous cities before the war. According to J. Halliday Dupuy, secretary-treasurer of the Mortgage Loan & Realty Company, a value of $1,000 a front foot is not unusual in the business district, and new residence districts cannot be opened up fast enough for the demand.

Saw Early Days of New Orleans Division

Veterans Served That Line Before Its Initials Were Changed From L., N. O. & T. to Y. & M. V.

THE New Orleans division of the Yazoo & Mississippi Valley Railroad has five veterans in service whose experiences on that line date back to the days of the Louisville, New Orleans & Texas, the Y. & M. V.'s predecessor in that part of the country. Their service records with the past and present owners of that line range from forty-seven to thirty-six years. N. J. Day, clerk in the freight house at Vicksburg, Miss., heads the list with forty-seven years of service. Next come J. H. Evans, engineer, and J. A. Winder, foreman of passenger car repairs, each with a record of thirty-eight years. They are followed by George S. Rodenbaugh, night roundhouse foreman at Vicksburg, who started work thirty-seven years ago, and O. Duhon, agent at Convent, La., who, with thirty-six years to his credit, is probably the oldest station master on the Y. & M. V.

He Is a Native of England

N. J. Day, clerk in the freight house at Vicksburg, has been in the service of the Y. & M. V. since its origin. His railway experience dates back to before 1874, when he was a clerk for the Port Gibson & Grand Gulf Railroad.

Mr. Day was born August 23, 1852, at Bedford, England. When he was 18 years old he came to this country and went directly to Port Gibson, Miss., where a brother was employed. He stayed there two or three years and obtained a position with the P. G. & G. G. as freight clerk. Cotton made up the bulk of the freight in those days, he says, and he has handled thousands of bales of it.

In his first years of service, the railroads carried the freight to the river, where it was transferred to boats and taken to New Orleans. This was before the construction of a railroad parallel to the Mississippi River.

When the L., N. O. & T. Railroad purchased the P. G. & G. G., Mr. Day retained his position. He remained there for only a few months, when he was transferred to Vicksburg as a freight clerk.

In 1883 Mr. Day was the baggageman on the first train that ran from Vicksburg to Port Gibson, he says. His last run as baggageman was from Harriston to Leland, Miss.

Train Went Through a Bridge

Mr. Day was baggageman on a P. G. & G. G. train when what he terms the most serious accident of the history of the road occurred. Engineer Sim Coates, Mr. Day says, was making his first trip on the road when a bridge gave way. It was a mixed train, with several freight cars in front of the passenger coaches. The bridge was completely demolished, and the engine and some freight cars fell into the stream below. The water was extremely high, which was probably the cause for the weakening of the bridge, and the part of the train which fell through the bridge was swallowed by the stream. The body of Engineer Coates was never found after the accident. He was the only one who lost his life. After a lapse of six months, the old engine, No. 10, was taken from the water. In the firebox was found a watch. It belonged to the fireman, Bill Bird, and was cleaned and presented to him by the company. Several of the freight cars floated down the stream as far as Natchez, Miss.

Mr. Day has been more pleased with the freight checking work than with any other railway work he has been in. He has been giving faithful service, reports for duty on the minute, or a little before, and does not leave until the day's work is completed. He has been in service forty-seven years and intends to continue for many more.

Handled First Run Over L., N. O. & T.

J. H. Evans, who was the engineer on the first scheduled passenger train on the Louisville, New Orleans & Texas Railroad between New Orleans, La., and Vicksburg, Miss., August 10, 1884, is at present an engineer on the same division. Since that time however, the L., N. O. & T. has become the Yazoo & Mississippi Valley.

Mr. Evans was born February 7, 1854, at Jackson, Miss., and was educated there. When he was 17 years old he was successful in his application for employment as apprentice in

the machine shops of the Vicksburg & Meridian Railroad at Vicksburg.

He went to Vicksburg with the understanding that he was to remain as an apprentice in the shops for four years. His salary the first year was to be 75 cents a day, and this was to be increased 25 cents each additional year. He remained three years and three months and then asked to be transferred to the transportation department.

Took First Train to Memphis

He took a position as fireman on a switch engine at Vicksburg. In a short time he was placed on a regular freight run between Vicksburg and Meridian. January 28, 1878, he was promoted to engineer on the same run.

When the L., N. O. & T. began construction north and south from Vicksburg in 1883, Mr. Evans accepted a position as engineer on a work engine. The line was completed south to New Orleans first, and Mr. Evans was given the first passenger train. October 12, 1884, he was engineer on the first scheduled passenger train from Vicksburg to Memphis, and remained on that run until January, 1891, when he asked to be transferred to the New Orleans division. For nineteen years he was engineer on a train between New Orleans and Vicksburg. Then, at his own request, he was transferred to the Hammond and Eastern district. Since January, 1910, he has had the run between Baton Rouge and Covington, and has made his home in the latter city.

Mr. Evans says that in all his forty-nine years of railway work only three men have met death beneath the wheels of his engines. The first of these was a suicide; the second, a drunken negro; the third, an old negro who was caught on a bridge. None of these deaths, he believes, was caused by neglect on his part.

Off the Track and On Again

Mr. Evans relates the stories of two accidents, either of which might have resulted in the death of many persons. Luckily, however, no one was injured.

About thirty-five years ago he was the engineer on No. 15 between Vicksburg and Memphis. One dark night when about two miles out of Vicksburg, near the National Cemetery, his engine gave a lurch. It tossed dangerously from side to side, and there was an accompanying noise that sounded as if the entire train were being smashed. Just two rail lengths ahead was a bridge, and the waters of the river were running furiously high that night.

Mr. Evans jammed on the brakes and brought the train to a stop. Investigation proved that every wheel of the train was on the rails. He and the fireman were puzzled at the cause of the terrible noise until they saw that the track over which the train had just passed was completely torn up. They reasoned then that the engine and coaches had been derailed, but had miraculously bounded over the ties a short distance and got back on the rails.

They looked for the cause of the derailment and found that the angle bars had been removed from a joint, the spikes had been drawn and the rails had been pulled out three or four feet.

The dimness of the oil-lamp headlights of those days prevented him from seeing that the track had been tampered with, he says.

Another Case of Great Luck

The only explanation he has why the train was not thrown into the ditch is that, after bounding over the ties, the wheels of the engine squarely struck the end of the good rail, and the other wheels of the train followed.

Mr. Evans says J. M. Edwards, general manager at that time, was in his office car at the end of the train that night. There was a delay of only ten minutes.

Again, about twenty years ago, when Mr. Evans was on No. 21, the engine, No. 69, split a switch at Cane Spur on a curve just north of Convent, La. The engine was thrown from the track, and all connections between it and the tender were broken. The track was completely demolished, but the entire train passed over, minus the engine, and kept in an upright position. None of the other couplings had parted.

Mr. Evans says that he and the fireman, Fred Summers, crawled out of the overturned engine after they had got their bearings. Neither was injured, and they learned that the passengers did not know what had happened.

Wrecked by Striking Stock

In 1880 the most serious accident of his career occurred. His engine was light—70-inch wheels and 16-inch cylinders. He was driving at a fast rate when he sighted a yearling on the right-of-way just ahead; in the hope that it would move to a safe distance

George S. Rodenbaugh

O. Duhon.

J. A. Winder.

N. J. Day.

J. H. Evans.

from the track, he slowed down. But instead of moving away, the animal walked deliberately in front of the train and was struck. The engine was too light to stand even that small shock, and before two rail lengths had been run the entire train was derailed. The engine turned over, and Mr. Evans was severely cut on the side of the head. He was unconscious when found by the conductor. The trainmen reported that Mr. Evans had been killed.

Mr. Evans did not regain consciousness until the next morning. He went directly to his home in Vicksburg. On his arrival there, he found the house full of mourners, and complete funeral arrangements had been made.

Right now, Mr. Evans says, he is having more trouble in not striking stock than he ever had. However, it is seldom that a train is thrown off the track now when stock is struck —the weight of the modern engine prevents that.

You would not believe how difficult it is to keep from striking stock on the right-of-way, he says, unless you see how foolish the animals get at the approach of a train.

How Cows Act on Right-of-Way

"Many times," he said, "I have seen two cows, one on each side of the track. When the train approaches, both animals invariably cross the track. They do not seem to make up their minds to move until the engine is right at them, and then it is often too late.

"I have often seen a cow grazing on the edge of the right-of-way, far from the track, look up at the on-rushing train and walk directly to the track in front of it.

"If engineers had a schedule of just 10 miles an hour, it would be possible to keep from killing stock," he said. "But at a schedule of 40 miles an hour, danger lurks for the animals which get on the right-of-way."

Mr. Evans says that his son, at the age of 4, told him he intended to become an engineer just like his father. The boy grew into manhood, studied mechanics and did become an engineer. January 15, 1917, he was killed in a collision at Shelby, Miss.

Mr. Evans is apparently in perfect health. He is sturdy, full of life and a pleasant man to meet. His service for the company has always been the best, and, from all indications, he will continue at it for several years to come.

In Our Service Since 1883

J. A. Winder, foreman of passenger car repairs for the Y. & M. V. at Vicksburg, Miss., has been in the service of roads now part of the Illinois Central System continuously since September 7, 1883. His entire railway career extends over forty years.

Mr. Winder was born May 11, 1858, at Kingston, Ontario, Canada. At the age of 19, he obtained a position with the Weber Piano Company at Kingston, and remained in that employ as an apprentice for four years. He then served two years as a cabinet maker for the Chicago & North Western Railroad.

He resigned his position with this railroad to become a passenger car builder for the Illinois Central. He was placed at McComb, Miss., under George Baxter, then master car builder. Mr. Winder remained in that work for seven years.

Saw Some Speedy Justice

While he was working at his bench one day, Mr. Winder says, several men on horseback dashed into the shop with long ropes dangling at their sides. Before the shopmen realized what was going on, one of their number was seized and carried away. He was taken to the outskirts of McComb and hanged. The reason for the act was, Mr. Winder says, that this man had been stealing cattle. It all came about so suddenly, Mr. Winder says, he did not know whether he wanted to stay in McComb or not. But he did stay, and says that he made many warm friends in that city.

In 1890 Mr. Winder accepted a position as cabinet maker with the L., N. O. & T. R. R., now the Y. & M. V., at Vicksburg. On account of the excellent quality of his work, he was soon placed in charge of all the passenger repairs at Vicksburg. Later he was transferred to New Orleans as foreman of passenger and freight car repairs. He served there two years, and was transferred to Memphis, Tenn., in the same capacity. He remained in the latter city about two years.

When the Y. & M. V. bought the L., N. O. & T., Mr. Winder returned to Vicksburg, and again took up his duties as foreman of coach repairs. He had been there one year when he was called to New Orleans to take a position as joint car inspector for all roads running into that city.

Became a Traveling Inspector

He remained in that position two years, and returned to Vicksburg to become traveling car

inspector and lumber inspector for the Illinois Central System between Memphis and New Orleans. His territory also included all the branch lines.

In 1911, Mr. Winder was sent to Greenville as foreman. He remained there two years, and then was transferred to Vicksburg as foreman of freight car repairs. For the last three or four years, Mr. Winder has been foreman of passenger car repairs in the shops at Vicksburg.

There has been a great improvement in mechanic's tools and mill machinery since his early days of railroading, Mr. Winder says. The first planers for dressing the car sills required much work. Formerly the sill had to be run through four times, but the planers of today are operated by electricity and dress four sides of the piece at one time.

When he first went to McComb, he says, the run from Chicago there required thirty-six hours for the fastest train on the Illinois Central. And in those days, he says, some of the engines were still being fired with wood.

Has Gold Medal for Heroism

Another of the old-timers on the New Orleans division is George S. Rodenbaugh, night roundhouse foreman at Vicksburg. Mr. Rodenbaugh joined the Louisville, New Orleans & Texas, now the Yazoo & Mississippi Valley, September 6, 1884, and has worked for the same road ever since, with the exception of two intermissions when he was out of the service. He began his railway service in 1873 with the old Memphis & Charleston Railroad, now the Southern.

Mr. Rodenbaugh cherishes as one of the finest souvenirs of his railway service a gold medal presented to him for heroic devotion to duty during the Memphis yellow fever epidemic in 1878. On one side is inscribed "Engineer" and "From Howard Association" (a relief organization), and on the other side is Mr. Rodenbaugh's name and the explanation, "For Services During Epidemic, 1878." In this epidemic, Mr. Rodenbaugh recalls, it was not uncommon for more than two hundred persons in and around the city to die in a day, and he was constantly employed, as an engineer, in pulling loads of supplies and coffins into the city. His own conductor and brakeman and the engineer opposite him lost their lives in the epidemic, but he says he never suffered from the disease and has always enjoyed good health.

One thing that kept a person in the city, Mr. Rodenbaugh recalls, was the panic that prevailed outside; anyone was in danger of violence who attempted to escape from the city while the epidemic was raging.

Started Railway Work in 1873

Mr. Rodenbaugh is a native of Marion County, Tennessee, where he was born in 1852. That makes him almost 70 years old, and right on the edge of a pension—although it is going to be hard to pry him loose from railway work. He started braking for the Memphis & Charleston out of Huntsville, Ala., in 1873, almost fifty years ago, became a fireman in 1876 and was made an engineer in 1878, the year of the epidemic. In 1884 he entered the employ of the Y. & M. V.'s predecessor, working out of New Orleans, and for six years handled construction, freight and passenger trains in that vicinity.

Much construction was made necessary by the fact that levees were few and far between, and it was no uncommon occurrence for the Mississippi to tear up the roadbed between Memphis and New Orleans. In 1884 there were only two passenger trains between Vicksburg and New Orleans, according to Mr. Rodenbaugh.

In 1890 Mr. Rodenbaugh left the company's service, but returned in 1895 to spend three years as night roundhouse foreman at Vicksburg. After two years more of absence, he again returned to the Y. & M. V., September 1, 1900, to occupy the same position, which he has now held almost twenty-two years without a break.

Recalls When Wood Fired Engines

Mr. Rodenbaugh is well supplied with reminiscences of the old days when wood was used for engine fuel—and occasionally to splice rails—and when, as brakeman, he had to help dig the wood out of the snow to pile on the engine. He remembers how the fireman would rack a full supply of wood in the firebox and then sit back and ride eight or ten miles without having to set to work again. He recalls the superior sort of clear, well-cut pine engine wood found near Hammond, La., and how much it was preferred to the rough green wood that frequently had to be used in some parts of Alabama.

In connection with Memphis, he recalls when only four railroads entered that city and when the Mississippi & Tennessee company's shops were well outside the city, but just about on

the spot where our Grand Central Station now stands. As an example of rapid telegraphy, an accomplishment much thought of at that time, he tells of Patsy Ayres and how, in reporting the Memphis epidemic, he sent the story as the reporter was writing it, but without telling the reporter. When the completed message was turned over to him, he informed the astonished newspaper man that the story had already gone. In profound appreciation, the writer of the message did something not likely to be repeated today—he pulled out of his pockets two pint bottles of whisky and insisted that it was his treat.

When Mr. Rodenbaugh started work, brakemen got $1.60 a day. In 1875 that was cut to $1.40, and in 1876 to $1.30. Firemen's wages had been cut at the same time from $1.80 to $1.60 and then to $1.50. That difference of 20 cents a day caused him to desert the caboose for the engine.

A Good Word for the Old Pilots

In connection with the "Strike No Stock" campaign, Mr. Rodenbaugh has a good word to say for the old engines he started work with. With the long couplings then in use, a long pilot could be carried that would knock stock off the track. With the short couplings and the short pilots now in use, an animal that is struck is likely to be thrown under the wheels rather than off the track.

It would take volumes to give a detailed account of Mr. Rodenbaugh's experiences as an engineer. He has been in seven serious wrecks, but on each occasion escaped with no bones broken. On four occasions he jumped; once he was thrown off, and other times he couldn't get off the locomotive. He was ditched twice by striking stock.

Mr. Rodenbaugh recalls how the evening trains of the Illinois Central and the L., N. O. & T. used to race out of New Orleans on their parallel tracks to Kenner, La., where they parted company. That was back in the middle eighties, and Mr. Rodenbaugh's road had the Illinois Central bested an inch in piston capacity, so that his train usually managed to swing itself across in front of the other. Bart Baldwin, who was handling the Illinois Central train, used to have his fireman fix up the firebox with a layer of coal, then a layer of pine knots, then a layer of coal and so on, but even that strategy was seldom successful.

On one occasion, when J. McGuire, another of the Y. & M. V. old-timers, had charge of the L., N. O. & T. train, Mr. Rodenbaugh was delegated to ride out on the Illinois Central train and set the brakes, so that there would be no doubt about the result of the race. The regular brakeman discovered him, however, and put him off; so he contented himself by acting as flagman at a crossing in order to prevent delay to the L., N. O. & T. train. This sort of fooling continued, he says, until the crews were "called down" by J. M. Edwards, the well-beloved general manager at that time.

Booster for the National Park

Mr. Rodenbaugh is a great booster for the National Park at Vicksburg. With Mrs. Rodenbaugh, he has his comfortable little home on the edge of the park, just back of the Iowa monument. A horse and buggy get him to work and back every day. Although well provided with railway transportation, he says that his travel with the horse and buggy is about all that he has taken in many years.

In conversing about the park, he recalls two of the park commissioners—Captain W. T. Rigby, Federal, still living in Vicksburg, and the late General Stephen G. Lee, Confederate, father of Blewett Lee, New York counsel of the company—and how they used to discuss the siege of Vicksburg, and in particular one charge that was ordered almost on the site of the Iowa monument. A memorial to General Lee has been erected in the park, largely as a result of the efforts of Captain Rigby, his former foe.

Mr. Rodenbaugh has been holding up well at the night work he has handled so long. The only injury he ever suffered in railroading was a smash-up of the little finger on his left hand, suffered while making couplings when he was braking. He believes that he is getting his second sight, as he has been able to discard the glasses he formerly was forced to wear.

Learned the Work Right at Home

O. Duhon, agent at Convent, La., has probably been in the service of the Y. & M. V. longer than any other station master. He was born May 31, 1863, at Convent, was educated there and learned to operate telegraph instruments under J. V. Voorheis, the first agent at Convent.

The station at Convent was constructed in 1884, and was the first station on the L., N. O. & T. Railroad, Mr. Duhon says. Later, about

1893, the L., N. O. & T. was bought by the Y. & M. V.

Mr. Duhon's home was adjoining the right-of-way, and when the station was built, he says, he naturally found it a convenient place for his idle hours. At the age of 19, he became interested in the telegraph instruments. He sat in wonderment when Agent Voorheis sent and received messages over the wires. Mr. Duhon was eager to learn, asked Mr. Voorheis to teach him and soon learned to be a dependable operator.

His first position in the railway business was as agent for the L., N. O. & T. at St. Gabriel, La., in 1885. He gave the company good service there for two and one-half years. Then there was a vacancy at the Convent, La., station. Mr. Duhon asked to be transferred there, and was given the position in 1887.

Decorates Station and Grounds

His ambition was attained when he took charge of the station at Convent, Mr. Duhon says. When it was first built, he often pictured himself as the agent, and determined to put forth his best efforts to fit himself for the position. To be an agent at a railway station was indeed an honor, one of the greatest to be had, as this young man pictured it.

Consequently, when he became the agent at Convent, he took great pride in the building and the station grounds. It was next to his home in his heart, he says, and he wished to make it as beautiful as possible.

With the aid of Richard Walsh, section foreman at Convent, many beautiful flowers were planted about the grounds. Mr. Duhon brought the plants from his home. This was before the day of a complete landscape gardening organization of the company, and Mr. Duhon employed his own initiative in planning the flower beds and selecting the variety of flowers. At present, rose bushes, geraniums and many other pretty plants lend grace and beauty to the station grounds and building.

Mr. Duhon has decorated the interior of his office in the station as one would a home. There are pictures on the walls, and lace curtains at the windows.

In 1917, the station at Convent was remodeled, and made nearly twice its original size.

Signal Employes Profit by Organization

By W. J. PEASE,

Clerk, Signal Office, Champaign, Ill.

It may be interesting to others, especially to all signal department employes of the system, to know something of the activities of the signal department of the Illinois division. In reading our magazine, I have seen little about automatic block signals, although we have one of the most nearly complete block sytems of any of the large railroads.

We, the signal employes of the Illinois division, have started a series of educational meetings and also a circulating library, using our own time for attending the meetings and studying the books from the library. Through these meetings and this library we are building up one of the best and strongest organizations of signalmen on the entire system, and we are really proud of the progress we have made in this way.

We have found that our work is growing easier for us, and also that it is becoming more fascinating each day. Where we used to work, you might say, just for the compensation we received, we are now working because we are thoroughly interested in our work.

I cannot remember any other time when conditions on the Illinois division have been so pleasant for signal employes as at present. This is largely due to getting together at our meetings, finding out the trouble the other man has, profiting by his experience, and also forgetting to "pass the buck." This "pass the buck" game, I suppose, used to be more common on railroads than in any other business, but we are proud to say that the Illinois division signal employes have got above this cowardly way of doing business and are now doing business "straight from the shoulder."

If we have a failure which is "on" us, we admit it, straighten it out, and go on, but you can just bet that this same failure does not occur again on the same man's territory, for when it does happen he fixes it for all time, and then tells his brother about it, so that he may not have the same failure. If we have a failure that we are unable to lo-

cate, we call for help and get it straightened out, profiting by the help we receive.

Our most recent meeting was held at Gibson City, Sunday, October 23. Considering the fact that Gibson City is an out-of-the-way place, we had a splendid attendance, with thirty-eight present. This meeting was given up entirely to committee work. We had reports from committees on the following subjects: Grounds, compensation and motion, motor cars and safety, bonding and track circuits, semaphore lamps.

Each committee is working and getting results. For example, from information gained by the committee on grounds, we are now operating all of our interlocking plants clear of grounds, and all automatic signals are working clear of grounds, with the exception of a few on the north end, which we will clear when we cut or overlap common. In relieving these grounds we feel that we are giving the company a safety factor which it has been paying for but has not been receiving.

We are full of enthusiasm about the Illinois division and want others to know about it. Life is just what you make it, and the same applies to work. If you are working under a load of buck-passing and I-told-you-so stuff, work will not be a pleasure but a task. Life will be unpleasant; your home life will not be what it should, and eventually you will have no job, for we are getting to a time when we have to produce and deliver the goods.

We are being paid well for our services. We are working for the best railroad on the map. If we are deserving, we will get all the support we need. We have been given motor cars, good tools, and what we need to work with. So why shouldn't we be expected to produce?

We believe that we are doing what is right to ourselves, to our company and to our families by fitting ourselves for what is reasonably expected to be our life occupation. Just take the doctor, the teacher or any other professional man, and find out what time he has spent preparing himself for his life work. Then think of us, and figure out how much time we have spent in fitting ourselves for our work. Isn't it a fact that a signaling is just as technical as any other occupation, and when you consider it from the "safety" factor much more important than many?

Our company has spent thousands and thousands of dollars to install a block system for safety. This system consists of expensive and accurate mechanisms, which require delicate and scientific adjustment. The company has intrusted them to our care, and we must fit ourselves so that this trust will not be misplaced. How many surgeons or mechanics would allow someone to use their tools and instruments who had never been taught how to use them? When we consider our responsibility we can be classed only with professional men, and we should do all possible to defend our company, ourselves and our profession.

TRIP A SUCCESS

Illinois Central delegation to the Bridge and Building Convention photographed at Nicholson, Pa., at the Tunkhannock Viaduct of the D. L. & W. Left to right: Mrs. M. A. Smith; J. K. Melton, photographer, Chicago; M. A. Smith, supervisor, bridges, buildings and water works, New Orleans; Maro Johnson, assistant engineer, Chicago; F. H. Soothill, chief estimator, Chicago; C. R. Knowles, superintendent, water service, Chicago.

The thirty-first annual convention of the American Railway Bridge & Building Association, which was held at the McAlpin Hotel, New York City, October 18, 19 and 20, honored the Illinois Central by electing C. R. Knowles, superintendent, water service, as president of the association, and Maro Johnson, assistant engineer, as a member of the board of direction. The meeting was the most largely attended in the history of the association. More than 275 members registered, in addition to more than 100 guests. Those from Chicago and points west, numbering more than 170, went to the convention in a special train of ten cars provided by the Michigan Central and Delaware, Lackawanna & Western. The party stopped briefly en route at Niagara Falls, New York, and at the Tunkhannock Viaduct.

Editorial

THE ARMAMENT CONFERENCE

We are living in an age of wonders. We have passed through the greatest war in history; we are now to witness the greatest effort that has ever been made to insure peace, and to lighten the load which the fear of war has placed upon the groaning peoples of the earth.

The present conference, wherein there have assembled the representatives of the most powerful nations of the world, will rank in importance with the assembly of the Greek chieftains before the siege of Troy, the solemn conclaves of the Roman senate to decree the fate of Carthage, the great councils of the church in medieval times, the meeting of the English barons at Runnymede, the French states-general at Versailles, or the American Continental Congress in 1776, all convocations that flame as beacon lights upon a mountain to light the course of history.

It should be remembered that this is not a conference to bring about disarmament. President Harding has made this very clear. It is a conference to attempt to limit armaments, in an effort not only to preserve peace but as well to lighten the burdens of taxation by avoiding futile and useless expenditure. It is obvious that the nations of the world cannot wholly disarm. The necessity for preserving domestic peace, as well as the need for some defensive and protective measures against a possible foreign foe, makes it certain that every country must maintain an armed force, both on land and sea. But it is the theory of our American statesmen that our military and naval preparations should not go beyond these needs.

It was evident to every thoughtful person that the naval programs of the great powers were conceived and were being carried out not in contemplation of peace but in contemplation of war. These countries were building ships not for purely domestic and defensive purposes but for aggressive and offensive purposes. In other words, the statesmanship of the world was grounded on fear, on distrust, on selfishness, on the rule of force rather than the rule of reason and justice. The great powers were building ships against each other. For years Great Britain has held to the view that her place in the world demanded that her naval strength should be equal to that of any two other nations. In this country, many people were urging the view that we must not be behind Great Britain in naval strength. Japan, unquestionably one of the great powers of the earth, did not want to fall far behind. France, while not aspiring to naval supremacy, looks with apprehension upon her neighbor, so lately her armed enemy, Germany, and insists upon the need of a powerful army. And other nations have emulated these examples.

Far-seeing statesmen of the present time know that these policies mean the ruin of the world. Aside from the moral aspects of the problem, there is the economic one. We are in great trouble. We are reaping the whirlwind which the winds of war have sown. Europe is on the verge of bankruptcy. Her obligations have not been met. There is doubt if they ever can be. Production is at the lowest ebb in years, taxes are enormous, unemployment is general, credit has fallen, the exchange situation is bad, famine looms in the near future. Shall these unhappy peoples be further burdened with the expense of building and maintaining larger and larger armaments for the sole purpose of engaging in other wars, the folly and ruin of which have so lately been demonstrated?

Something had to be done—particularly so, in the light of the well understood fact that as long as the question resolved itself into a competitive race, the enormous sums spent for armaments would accomplish nothing toward establishing the supremacy of any one nation. The evil was manifest. The only question was: What is the remedy and how and by whom shall it be applied?

There were many reasons why the proposal for a limitation of armaments should come from America. In the first place, a proposal from such a source would have the merit of magnanimity. For if this business

of rivalry in armament were to go on, no one doubted that the United States, by far the most solvent of present-day nations, would outlast all others. Again, we were outside the League of Nations and not involved in the politics of that organization. If the initial move had come from a member of the league, intense opposition would have been excited among many of our citizens who look with disfavor upon the league and all its works. Moreover, in the popular mind, the greatest menace to the peace of the world was the relation between the United States and Japan—a relation depending upon that intricate maze of diplomatic subtleties known as the Far Eastern question.

It was therefore highly appropriate that America should take the lead. It is indeed fortunate that at such a time a man of great heart, candor and common sense occupied the White House, and a man of superb intellect, courage and integrity was at the head of the State Department. Whether this is a Hughes conference, as the President modestly insists, or a Harding conference, as some special writers assert, is of small consequence. The fact remains that it was called by our country, that the suggestion was enthusiastically received by the leading nations, that the ablest statesmen of the world have assembled at Washington, and that it has most auspiciously entered upon its great task. The bold but carefully-thought-out plan voiced by Secretary Hughes was received on the opening day with such enthusiasm that some success at least seems certain.

There can be no doubt that the most delicate task of the conference grows out of the problems that cluster around the Pacific. Here are questions that will tax the skill, knowledge and ability of even so able a man as Mr. Hughes. The key to the situation is China. After all, what Japan longs for is a chance at China. It is a storehouse of raw material; if prosperous, it would furnish the greatest consuming markets in the world. Some day China will be free, civilized and orderly. Who shall get its business? Japan has the advantage of proximity; England, the advantage of being first in the field; America, thanks to Mr. Hay, whatever advantage comes from gratitude for generous treatment and for insistence upon the doctrine of the open door.

If the question of China can be settled on lines which are consistent with its welfare and dignity, there remains, among others, the question of a renewal of the alliance about to expire between England and Japan. Whether it shall be renewed rests with England. If these vexing Eastern questions can be otherwise amicably adjusted there will be no occasion for the renewal of a compact which now seems unnecessary in view of the disarmament of Germany and the collapse of Russia.

If we are to have alliances, it is difficult to resist the conclusion that the most useful and natural entente is one to which the parties are Great Britain, France and the United States. An understanding among these nations, if based on a sincere desire to prevent wars, would be indeed a strong league to enforce peace. But these alliances and understandings among a few nations provoke countries not parties to them to make counter-arrangements, thereby arraying the nations in hostile camps. It is far better either that all should join or that there should be none. The simpler, and therefore the more satisfactory program, is one that does not look to alliances, but rather, as in the present conference, to understandings limiting the means of war.

The present conference will probably not fulfill the hopes of its sponsors. Such meetings rarely do. But already much has been accomplished. If no more is done than to bring together these—the ablest men of the world—for discussion of these vexing and delicate questions, the end would be considerable. But at the outset we have Great Britain, Japan, France and Italy yielding ready acquiescence to the principles of Secretary Hughes' plan for limiting naval armament and naval expenditure. It is unlikely that public opinion in these nations will permit the delegates, even if disposed to do so, to reject the plan.

The question of limitation upon land armaments does not present insuperable difficulties. Doubtless something here must be conceded to France, in view of her proximity to Germany, unless the nations are prepared to guarantee her immunity from attack. Such a guaranty public opinion in this country will not indorse. But it is believed that if the conference reaches no conclusion whatever on this subject—one that many thoughtful persons think is one of purely in-

ternal and domestic concern—it will abundantly justify itself if it settles wisely the Far Eastern question, and puts a limitation upon the growth of navies—the only engines of war that snatch away the protection of surrounding seas.

This conference marks an epoch in our history. The close of the war left us the unchallenged primacy in the domain of finance and industry. This conference will, we believe, give us the leadership in the field of moral action. No other nation, sitting serenely in the seat of power, has ever thus voluntarily offered to put itself in shackles for the sake of humanity. Never before has war been made to appear so despicable, peace so desirable. Never before has the world been shown such a display of strength, joined with a benevolence so all-embracing. Never has a great nation been better led toward the exalted heights where dwell all the powers and forces that make for the greatest good to all classes of mankind. Never have Americans had better cause to be proud of their heritage and the quality of their leadership. Never has it been more evident that, running like a golden thread through all the varied texture of events, is the will of the Infinite, using all men, their strength and their weaknesses, to further His mighty purposes. We can but have high hopes that to men of good will on this sad earth of ours will come the blessed heritage of *Peace*.

SEEKING THE PUBLIC'S SUPPORT

A story of how the management of the Illinois Central System has sought to establish the mutuality of understanding with its patrons which is so necessary to the success of a public service institution is told in a booklet which has been published by the management in the past month. A definite program of seeking the public's support of the railway system was undertaken September 1, 1920, the day the roads came back upon their own financial responsibility following federal control, and it has been pursued with what the management terms a great success.

The general outline of the program is built about a series of monthly statements made to the public through the newspapers published on the lines of the Illinois Central System, about 475 in all. Their object, according to the booklet, is to create discussions of railway affairs, based upon fact, and to lead patrons to offer constructive criticism and suggestions. Many persons have been led into a correspondence with Mr. Markham on the various subjects discussed, and the correspondence has served to clear up for them points which they did not fully understand—and to give the management a close understanding of the patrons' wants.

The management of the Illinois Central System takes the position that a public fully informed about railway affairs will be sympathetic to measures which will resolve into a better, stronger system of transportation. The management wants to encourage that attitude. If there are faults in the management and operation of the system, it wants to clear them up.

It takes a lot of faith in the organization for the management of a great railway system to come out in the open once every month with a broadside invitation for constructive criticism and suggestion. The average reader of the booklet will doubtless be staggered by the bold faith which Mr. Markham had in the men and women associated with him when he voluntarily put them under the microscope and challenged the public to take a look at the service they render. Not every institution could withstand that sort of scrutiny. But that the Illinois Central System has withstood it and has continued its invitation is eloquent testimony of the soundness of the system.

The *Illinois Central Magazine* congratulates the management upon its policy of cultivating public relations. Essaying to speak on behalf of the great body of employes, we want to tell the management that its faith in us is not unfounded; that we appreciate the trust imposed in us and that we intend to measure up.

The Illinois Central System has been likened to one big family. The analogy is good. We are a family. Our aim is one: To serve the public with transportation. That service cannot be rendered unless the public appreciates what we oftentimes are up against. The management has undertaken to keep the public advised of our problems from time to time, and in doing so the management is lightening our work, creating the atmosphere which is needed for our best labors. We are grateful.

COURTESY

"It's easy enough to be pleasant," a poet has written, "when life flows along like a

song; but the man worth while is the one who can smile when everything goes dead wrong."

It occurs to us that the simple little verse preaches a whole sermon on courtesy. A person deserves no special credit for reflecting the smiles and the cheery words and the grateful acts of kindness which are passed to him; it is only when he returns a smile for a frown or a cheery word for a grouchy one, or when he is obliging in the face of a surly request or question, that he can be said to have the spirit of courtesy in him.

And if that be courtesy, two things are demanded of the candidate for courtesy honors. One is an abiding sense of humor, and the other is an infinite patience. He needs a sense of humor to be able to rise, in his own spirit, above the temptation to be discourteous, and only an infinite patience will save that sense of humor for him.

Courtesy is indeed a priceless possession. It is not something that can be bought; it takes years of patient cultivation. But it is worth the effort.

Courtesy is an investment free from taxes and other charges which yields unlimited returns in dividends. It's worth all it costs.

HONESTY

"Honesty is the best policy" is a clever statement of one of the most fundamental principles of right conduct. Miguel De Cervantes, Spanish poet and novelist, first pronounced it more than three centuries ago, when he wrote *Don Quixote*. Many who read these lines will remember having fashioned the words, laboriously and studiously, with many blots perchance, in the copybooks of another generation. Several doubtless will recall having been "kept in after school" to copy them across many feet of blackboard as punishment for some offense. Pronounce the first two words to 100 persons and ask them to supply the missing words to complete the epigram, and you will get 100 correct answers. The twentieth century knows "Honesty is the best policy" as a household expression.

Accepting that virtually every person knows that "the best policy" completes the expression which begins "Honesty is—," how many accept the principle of the statement as a standard of every-day conduct? On the railroad we do a lot of preaching among ourselves. We tell each other that we must be honest in all our dealings one with another, and with the company which is our employer—that we must treat the company's business as we would our own, that we must be efficient, and practice safety, and be courteous. After all, the principle of honesty is the fundamental thing. It comes down to that. "First to thine own self be true," Shakespeare had his *Polonius* say, "and it must follow, as the night the day, thou canst not be false to any man."

The acceptance of honesty in all its phases as a fundamental principle of guidance is the foundation stone of right living.

These remarks are called forth by a letter from Superintendent C. R. Young of the Tennessee division, who writes to tell us of an incident which he describes as follows:

"On train No. 3, October 6, Conductor J. S. Wesson took up a pass issued to the wife of an employe. He questioned the holder of the pass and discovered that she was not the wife of the employe on whose account it had been issued, but one of his relatives. The pass was sent to the department head who requested the transportation, and the employe on whose account it was procured was required to pay $33.79, which represented the fare our company would have been deprived of had not the conductor detected the improper use of the transportation."

WHAT "REST" IS

A biographer of the late Sir William Van Horne, who built the Canadian Pacific, writes that "he enjoyed games and attacked them with a boyish zest which was never quenched." According to his Boswell, he developed his periods of recreation as an artist develops his talent. He was a painter of ability. He collected Japanese pottery and paintings. He was a gifted paleontologist. He studied men. He made friends. In all these phases of his remarkably productive life he applied himself as wholeheartedly as he did to the knotty problems of building and operating a railroad. His life is an inspiration. He is one of the most outstanding figures in the transportation history of North America.

The reader of Van Horne's biography is caused to wonder whether the zest which the great railway builder had for recreation is not one of the contributing factors to his

long period of useful activity. Certain it is that playtime has a definite place in the life of the well-balanced man.

Play is the complement of work. Recreation is that activity which allows a person to build himself up for renewed vigor in his work. One cannot be thoroughly undertaken without the other. Some men make the mistake of regarding their lives as days spent in a workshop in which there is never a breathing spell. They are so engrossed that they fail to take the time to cultivate their instincts for play. Others go to the opposite extreme; life, for them, is an immense playground, and they never know the supreme joy of a task performed in travail.

Either extreme is dangerous. The middle course is the safe one. Play and work both have their places and their times. Some men may be so strong that they can tackle life as a workshop in which the day begins in youth and ends at the grave. Some may be so gifted that they can give the world an appearance of having accomplished without the expenditure of honest effort.

The well-rounded man is typified in Sir William Van Horne—a man who built a great transcontinental railway system and brought it through its early days, and yet one who "loved games. and attacked them with a boyish zest which was never quenched."

ACCEPTING RESPONSIBILITY

Some persons are unfitted for responsibility because they have trained themselves to find excuses for every blunder they make. They are artists at manufacturing alibis. Catch one of them in a mistake and attempt to call his attention to it, and before the words have left your mouth he will interrupt you with a most plausible explanation of what caused him to err.

It wouldn't be so bad if he used his facility for excusing blunders for alibi purposes only, but unfortunately the alibi artist gets to the point where he believes his own alibis, and at that point d'sintegration begins. When a person is able to believe his own work faultless, when he can find a ready excuse for every blunder he makes and believe it himself, he is headed for the discard. A rude awakening is his only hope.

One of the first principles in accepting responsibility is to admit one's error and to admit the principle that blunders are never excusable, and therefore that each particular error is inexcusable. The boss doesn't call attention to the mistake you make in order to discover your ability to produce gullible explanations; he calls attention to it in order to keep you from making other mistakes just like it—and you will never be able to do that so long as you believe there was some good and sufficient cause for your blunder.

Some persons are good character analysts —when the other fellow's faults and frailties are under the microscope, but they cannot judge themselves. Getting ahead depends largely on one's ability to analyze the personality of the other fellow, but it depends even more largely upon one's ability to analyze himself. Know your own limitations, and strive to overcome them. Acknowledge your mistakes, and strive to prevent their recurrence. Admit the imperfections in your own character, and strive for perfection.

SERVICE TO CUBA

Announcement is made of the establishment of package car service to accommodate less-than-carload shipments, effective November 2, from Chicago to Havana, Cuba. This service contemplates the consolidation of less-than-carload shipments moving from points where rates apply via Chicago for loading in a through car to be operated from Chicago to Havana without transfer in connection with the Illinois Central to Martin, Tenn.; the Nashville, Chattanooga & St. Louis to Atlanta; the Central of Georgia Railway to Albany, Ga.; the Atlantic Coast Line to Jacksonville, Fla.; the Florida East Coast Railway to Key West, and the Florida East Coast Car Ferry Company to Havana. The schedule from Chicago to Havana will be approximately seven days, and through cars will be forwarded Wednesday of each week until the tonnage justifies the operation of a semi-weekly or daily car.

December—A Time to End Accidents

PUBLIC OPINION

What the World thinks

JUSTICE TO THE RAILROADS

Railroads pay taxes, just as individuals and other businesses pay taxes. They paid their share in the construction of the Panama Canal. They paid their share in the building of the emergency fleet during the war. They are doing their share in the building of the hard roads.

It is proposed to give coastwise shipping free passage through the canal, which will make it impossible for the railroads to compete with water-borne commerce. The emergency fleet is being operated at a loss, which the taxpayers are meeting out of their pockets.

Given free tolls and a national treasury to meet its losses, the shipping board's boats will cripple the railroads seriously, declares an exchange.

We are building hard roads. They divert from the railroads their freight and passenger traffic. Almost all local business is being carried on the public highway.

These are developments in our economic life which must be considered in a study of the transportation question. The railroads must continue to operate. The public demands lower rates, and lower rates must be granted. Who is the prophet who can predict how?—Clinton (Ill.) *Morning Journal*, November 9.

RAILROADING ABOVE BOARD

"Public Relations" is the title of a book recently issued by the Illinois Central System. If more attention were paid to this sort of thing on the part of railroads there would be less criticism on the part of the public.

Public relations in its prominent practice has a two-fold merit. It keeps the public informed and intelligently trusting, while it keeps the management painstaking and the employes faithful.

The Illinois Central has a creditable tradition. It was the boast of President Fish a score years ago that the Illinois Central had never been used for speculative purposes. That high minded attitude is continued in the splendid energies of the present president.

Indeed a modern Harriman is this gentleman, C. H. Markham, for he has the constructive promptings of the old organizer, shorn of that which passed as destructive.

Railroading of today is not what it was when railway lines were jockeying in and out with railway systems for reasons of stock inflation and over-night money. The problem of today is to take things as they are and make the best of them. Mr. Markham fits admirably into the new era.

President Markham goes about it in a workman-like way. He has banded together shopmen, trainmen, and officials alike into an engine that pulls solely for the public. He has taken the men into his purposes, and he has taken the people into his confidence. The publicity carried by the newspapers under the mast-head of the "Illinois Central System" is one of the best impressions of constructive post-war literature.

President Markham's analysis of present day railway objects has done worlds to dissolve the mist of misunderstanding that has come to hover over all transportation. His value to the Illinois Central is a value to the railway world.—Bloomington (Ill.) *Daily Bulletin*, November 16.

MR. FORD'S RAILROAD

Citing statistics filed with the Interstate Commerce Commission by Henry Ford's railroad, the Detroit, Toledo & Ironton, the *Railway Age* shows in an article in its current issue that the monthly net return earned by the railroad declined over 70 per cent between June and August, the last month for which complete figures are available.

The reduction of 20 per cent in local rates and the advance in wages granted by Mr. Ford were put into effect on July 1. It was widely reported that in spite of the reduc-

tion in rates and advance in wages Mr. Ford had converted the D., T. & I. from a bankrupt into a prosperous railroad. The statistics published in the *Railway Age* show that in June, before these changes were made, the total earnings of the railroad were $713,527 and that they increased in July to $744,498 and in August to $763,840. They also show that in June, before the rates and wages were changed, the expenses incurred by the railroad for each dollar earned were 52.7 cents, while in July they had increased to 59.7 and in August to 71.8 cents. The result of this large increase in operating expenses was that the net operating income declined from $261,259 in June to $187,395 in July, and to only $70,643 in August.

"The recent reports of the road to the Interstate Commerce Commission," says the *Railway Age*, "fail to maintain the marked improvement in earnings which earlier in the year filled the newspapers with accounts of Ford's 'railway miracle.' Mr. Ford installed his own management on the road in March, in which month the net operating income was $77,985. In April the effects of the Ford traffic or the Ford genius were made apparent in a net operating income of $276,452, which resulted from an increase in earnings of $258,439, while the expense increased only $42,846. The report for April became available about July 1, or about the time Mr. Ford announced his increase in wages and proposed reductions in rates, and led to the whole publicity given to statements that Ford had shown an increase in net while increasing wages and reducing rates. For May there was a further increase in earnings but the expenses also went up and the net was lower than in April and *in each month since, the net has been lower than it was the month before until in August it was only $70,643*, or less than it was in March, although the earnings were greater than in any preceding month and $324,000 greater than in March.

"Comparing Mr. Ford's railroad with all the Class I railroads of the United States is like comparing a mouse with a hippopotamus. Since, however, the propaganda regarding the 'miracle' worked on the D., T. & I. has invited the comparison, the following facts are presented for what they are worth: Between June and August when Mr. Ford made his famous changes in rates and wages the total earnings of the D., T. & I. increased 7 per cent, while those of all the Class 1 railroads increased 9.3 per cent. Meantime the operating expenses of the D., T. & I. *increased 46 per cent*, while those of the Class I railroads increased less than 1 per cent. In consequence the net operating income of the D., T. & I. *declined* over 70 per cent, while that of the Class 1 railroads *increased* from $51,640,000 to $90,241,000, or almost 75 per cent. The increase in net operating income of the Class 1 roads was mainly due to the reduction of wages on July 1."—*Railway Age* (Chicago), November 19.

THE NORTH AND SOUTH ROAD

Probably the most original and strongest mind among American economists was that of Henry C. Carey, whose works spoke to the world in eight European and one Asiatic languages. He is often spoken of simply as a Protectionist, but he was a Free Trader in the first half of his life, and very much more than a Protectionist at any time. Among his disciples were Free Traders like Bastiat, Schulze-Delitsch, Edward Atkinson, and others who did not know the sources of the ideas they adopted.

Carey's central idea was the value and importance of "local centers of trade and industry." He did not like to see great cities gathering into themselves the population of the country. He was opposed to centralization in every form. He believed, as did Adam Smith, in that trade between town and country in which there is the most rapid overturn of capital, and the least opportunity for the middleman to levy profits, and the smallest outlay on transportation.

In his view the railroad had a great work to do in unifying the country, both politically and industrially. During the Civil War he had some business with the government which required him to call on the President. He took with him a railway map of the United States, which he spread before Mr. Lincoln, and called his attention to the fact that the great lines at that time ran only east and west, carrying goods from the interior to the seaboard. "Suppose they had run north and south as much as they do east and west, Mr. Lincoln, what would have been the difference?"

"We certainly would have found it easier," said Mr. Lincoln, "to get our soldiers and their supplies to the scene of conflict in the South."

"No, Mr. President," replied Mr. Carey,

"you would not have had to send soldiers into the South, for through continued intercourse and exchange the people of the two sections would have known each other too well to quarrel and go to war. But a railway system which is all warp and no woof let the country become two sections, which did not know each other."—Prof. Robert Ellis Thompson, LL.D., New York City (N. Y.) *Daily Financial America*, October 6.

PASSIVE OBSERVATION

For twenty years two chess players met daily at Brown's Chop House, took their places silently, silently played their game and silently departed. For twenty years a third party sat by and silently looked on.

Then one of the two players failed to show up—for the first time in twenty years. After waiting a few minutes, his partner said to the onlooker: "I guess he isn't coming today. Will you play his men?"

"Sorry," was the answer, "but I don't know the game."

He had followed every move for twenty years, but he didn't know the game. He had watched the drama of king and castle for two decades without sensing a single undercurrent of strategy, speculating on a single motive, or anticipating a single coup.

He had displayed infinite patience in looking at the game, but he couldn't be bothered looking into it. He showed every symptom of life except its first symptom—curiosity.

He belonged to that listless army of passive observers who clutter up the side lines of business—men who look without seeing, listen without hearing, do without understanding.

Placed in an office—at a bench—he would remain twenty years ignorant of his neighbor's job, his superior's problems, his own significance. When the opportunity for advancement came, he would have to say, "Sorry, but I don't know the game."—*The Right Way*, Central of Georgia Magazine.

DAIRY MEETINGS

The Illinois Central Railroad is interested in the welfare of the farmers along its lines, for the railroad can prosper only as the farmers prosper.

Under the direction of H. J. Schwietert, general development agent for the railroad, a dairy campaign is now being held at Marissa and nearby communities. It has been found that dairy communities on the average are the most prosperous communities. This section of the country is well adapted to dairying; so Mr. Schwietert is endeavoring to get more farmers to milk cows.

In order to get in touch with the farmers, a motion picture machine is used to show dairy subjects. Mr. Schwietert's men go right out in the country schoolhouses and, by means of a novel generating device attached to any make of automobile, are able to furnish the current for their picture machine.

A short lecture on the advantages of the dairy type of farming is given, followed by the pictures.

The first meeting, held at Pleasant Hill schoolhouse Tuesday night, was well attended, and everyone enjoyed the program.

Other meetings are scheduled for Wednesday night at East Dozaw school, Thursday afternoon at Marissa public school and Thursday night at West Dozaw schoolhouse. On Friday it is planned to use the motion picture theater at Marissa to hold an afternoon meeting for the merchants and townspeople, and Friday night the last meeting will be held at White Oak schoolhouse.

We are grateful to the Illinois Central for these meetings and hope they will be well attended. The program is free to all, and the subject is of vital interest to this whole community—Marissa (Ill.) *Messenger*, November 17.

Flowers

The following is from a letter written by Pitt P. Hand, publicity manager of the New York Central Lines, to the editor of the *Illinois Central Magazine* under date of November 11:

"I cannot refrain from sending my hearty congratulations on your November issue, which certainly reaches a high standard. It is crammed with information valuable to all railway workers, presented in a most attractive style. The magazine apparently is determined, in its field, to keep abreast of the splendid service rendered the railway situation by President Markham."

As many of our readers know, the *New York Central Lines Magazine* is itself one of the leaders in the field of railway publications.

Work

I PITY no man because he has to work. If he is worth his salt, he will work. I envy the man who has a work worth doing and does it well. There never has been devised, and there never will be devised, any law which will enable a man to succeed save by the exercise of those qualities which have always been the prerequisites of success, the qualities of hard work, of keen intelligence, of unflinching will.—THEODORE ROOSEVELT, quoted by C. K. D. of the passenger department.

Tillie the Typist says she is glad, of course, that the war is over, but that no man looks the part of a hero when wearing rubbers and carrying an umbrella.

Theory and Practice

"Lips were made for kisses,"
The maiden said to me;
And with the sweet suggestion
I could not but agree.
But when I sought to prove it—
To make the matter clear—
She flouted me, retorting,
"Don't credit all you hear."

—LOCHINVAR II.

Something Just as Good

The traveling man from Milwaukee was in search of a news stand at Galena, Ill. He accosted a native: "Can you tell me, please, where I can get a Milwaukee Sentinel?" "You can't. The only thing you can get now is the Illinois Central."—F. W. D. in Chicago (Ill.) *Tribune* "Line o' Type or Two."

Our Favorite Home Brew Recipe

J. L. B. vouches for the efficacy of this one: Chase bull frog 3 miles and gather up the hops; to these hops add 10 gallons hemlock tan bark, about 2 quarts turpentine, 1 pint of shellac and 2 bars laundry soap. Simmer gently for 36 hours; then strain through an I. W. W.'s sock to keep it from working. Pour into brown bottles. Drop a live grasshopper into each bottle to furnish the kick. Cork tightly and put in cool place. *Select pall-bearers.*

Melancholy Days

First it rains,
Then it snows,
What comes next
No one knows.

* * *

One day hot,
Next day cold,
Fall is here
I've been told.

* * *

One day a coat,
Next day no vest,
It's hard to tell,
Just what is best.

* * *

Oh woe is me,
My cup is full.
Too soon I'll don
That scratchy wool.

—W. L. M.

Here Is $5 Worth

The Chicago *Evening American* has been conducting a "Screenydill" contest with movie titles. One of its recent awards was announced as follows:

"Nowhere else than Council Hill, Ill.!

"Bill J. Welch, who, we gather from the stationery, helps conduct the affairs of the Illinois Central Railroad, wrote the following:

"Sentimental Tommy," "Just Out of College," "White and Unmarried," "To Please One Woman" "Out of the Chorus," made her "His Social Secretary," and found her "Such a Little Queen" that he soon made her "A Blushing Bride."

"Ain't that sweet?

"Go ahead and spend the $5, Bill; it's as good as in your pocket right now."

This Is Deep and Rocky Stuff

Information was recently received by one of our departments that a car of agricultural limestone which was being transported South for demonstration purposes had been delivered

at Duck Hill, Miss., and there appropriated for the construction of a station platform. It is suggested that this more than meets expectations for the limestone, and that Duck Hill must be a *bird* of a town to *raise* a station platform by means of its use.—L. B. R.

Hit or Miss

If it were not for the alarm clock, some men would never reach work—providing that the alarm clock is far enough away when it rings.

—

Before most of them go to bed they set it so as to wake them up in time, and then they have to set it again in order to start for work.

—

Most persons get to work on time, and some don't because they try to catch the last train a minute after it leaves.

—

After some men get to work they forget all about it until it's time to go home, and that's about half an hour before quitting time, and they wonder why their pay check is short at the end of the period.

—

One foreman started to look for a man in the morning and found him at night when he checked out.

—

The only time most men are around is when the pay-master calls with their hard-earned money.

—

Some men are like mules; the only time they work is when the boss is around. If he stays around too long they suddenly find that something is wrong with one of their tools and go for a walk to the grindstone.

—

When they do come back it is unnecessary to start because the boss has departed, and it's nearly time to dress and go home.

—

A man is supposed to check in right on the "dot" and change his clothes after the gong has sounded, which usually takes most of them three-quarters of an hour.

—

Pretty soon all a company will have to do is to carry a man on the payroll, send him is check and let the work finish itself.

—Andy Gump.

Bill's Bull-etin

Thanksgiving has gone, but not indigestion.

—

Regret that I have but one day to give to my turkey.

—

Christmas next—easier on digestion, but tough on pocket-book.

—

Boys are preparing by shaking off sweethearts like apples off tree.

—

Ma gives Pa electric percolator—Pa gives Ma silent treatment and gives bankbook final squeeze.

—

Sister gives beau near-silver cigarette case—will last as long as mesh bag he gives her—both will last as long as their affection.

—

Christmas jewelry, like foliage, turns green in spring.

—

Join S. P. U. G.'s—lose friends; don't join—lose bank balance.

—

Spirit of Christmas, like that of war-motto, is "Give till it hurts."

—

Christmas toys made by Humpty-Dumpty—played with once and are broken like New Year's resolution.

—

There is no Santa Claus—it's your father, if he's working.

—

Girls hang up stockings—don't roll them—add galoshes for good measure.

—

Open season for galoshes—girls look like sisters of "Puss-in-Boots."

—

Open buckles jingle like sleigh bells. Don't buckle top—would make 'em sensible.

—

Give her a pair for Christmas—her feet will appreciate them.

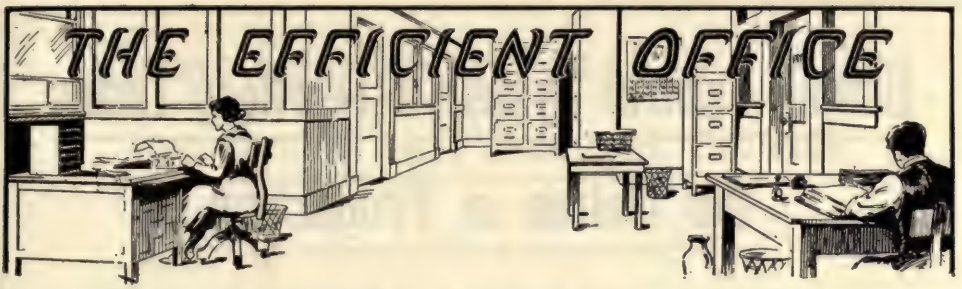
—

Christmas sometimes spelled Xmas—X stands for expensive.

—

Yours for an X-less Christmas and a thirsty New Year.

—W. L. M., General Freight Department.



An Ice-Box for the Hectograph

Inquiry was made in the November issue as to how hectograph forms could be run off in the summer time without having the lines become "wavey."

This same difficulty was experienced in our office and was overcome by the use of an "ice-box," as we called it, constructed of metal, with brackets riveted on each side to support the pans. Enough space was allowed at the bottom for an ample supply of ice, which kept the pans ready for use at all times. Another effective remedy is to keep the pans in a cool place and to sponge them down with ice water before running off the forms.

Co-operation is also essential in an efficient office. If you have on your desk certain information needed by another clerk and not directly concerning yourself, don't side-track it, but hand it to him. This will save considerable time and correspondence.—A. DYKSTRA, *Engine Clerk, Burnside Shops, Chicago.*

Finds Binders Handy

At Baton Rouge we have for some time past been using the McBee thread binders in filing our interchange reports, train sheets, yard check and various other reports which Mr. Porterfield instructs to be bound in very serviceable and nice manner. These binders are secured through the stationer, come already equipped with screws and nuts and are very easily handled.—B. GALVANI, *Chief Yard Clerk, Baton Rouge, La.*

Pass on the Good Ideas

I suggest that the chief clerk in each department appoint a competent person to make a careful study of the methods used in making reports, filing and handling correspondence and of original ideas for the better handling of office work. Equipped with this knowledge, the investigator could compare notes, in the magazine, with representatives of other departments. Not only would the exchange of views be profitable but the plan would foster the get-together spirit as well.—FRED ABRAHAMSON, *Office of the General Superintendent of Transportation, Chicago.*

About Pencil Sharpeners

Pencil sharpeners are often the cause of much worry as well as the loss of time. The usual shavings receptacles often wear loose, and refuse to stay in their proper place. The result is that the shavings are scattered over the floor. Then, too, in a busy office the receptacle has to be emptied frequently.

The office boy in the general claims office recently solved the problem by fastening a discarded pasteboard box around the sharpener so that it would catch the shavings. The box he employed was one in which rubber bands are received. A hole was punched through each side of it; then it was fastened to the main section by a rubber band, and it has not failed to function to date. It will hold many more shavings than the old container.

Handling Time Books

There was a time when we could hardly get the time books in at the expiration of the semi-monthly periods on account of numerous corrections. Some time ago sheets from the hourly and monthly calculator were mimeographed and sent to each foreman, covering rates of his men and himself. We asked their co-operation in the handling of the books and met with a hearty response. Now there are very few corrections to make. This not only expedites the handling of the books but makes it much easier for the foremen and supervisor's clerks as well.—F. T. KINNISON, *Clerk to Supervisor, Harriston, Miss.*

Illinois Central System's Territory Leads the Nation in Production

The Illinois Central System, extending from the Great Lakes and the upper Missouri River valley along the Mississippi River to the Gulf of Mexico, serves the most productive district in the world. This wonderfully fertile territory, drained by the nation's three greatest water systems—the Mississippi, Missouri and Ohio rivers—furnishes the raw material to feed, clothe, shelter and warm many millions of the world's population.

The fourteen states which are directly served by the Illinois Central System's 6,233 miles of railway lines are:

Alabama	**Kentucky**	**Nebraska**
Arkansas	**Louisiana**	**South Dakota**
Illinois	**Minnesota**	**Tennessee**
Indiana	**Mississippi**	**Wisconsin**
Iowa	**Missouri**	

These fourteen states are less than 30 per cent of the number in the Union. Their territory of 797,793 square miles is only 26.3 per cent of the total area of the United States. But how much greater are the percentages which show their leadership in the substantial things of the world!

Forty-five per cent of all the farms in the United States are located in these fourteen states, and in 1920 they produced crops valued at 39.2 per cent of the total valuation of all the farm crops of the country. The farms in these fourteen states are equipped with farm buildings valued at 46 per cent of the valuation of all the farm buildings of the country, and with farm machinery valued at 46.3 per cent of the nation's total.

In practically every farm crop these fourteen states as a whole take a preeminent leadership, despite the great variety of climate and soils encountered between South Dakota and Louisiana. In 1920 they produced 65.9 per cent of all the corn, 30.7 per cent of all the wheat, 62.4 per cent of all the oats, 45.3 per cent of all the barley, 49.1 per cent of all the rye, 30.9 per cent of all the white potatoes, 45.6 per cent of all the sweet potatoes, 39.8 per cent of all the tame hay, 61.3 per cent of all the wild hay, 27 per cent of all the cotton, 63.7 per cent of all the rice and 42.5 per cent of all the tobacco produced in the United States.

The Illinois Central System's territory also is a leader in livestock production. The fourteen states on January 1, 1921, contained 46.8 per cent of all the horses, 49 per cent of all the mules, 43.1 per cent of all the cattle, 19.3 per cent of all the sheep and 62.2 per cent of all the swine on the farms of the United States. The aggregate value of the livestock in the fourteen states was 41.4 per cent of the aggregate value of the livestock on all the farms in the country.

In addition to farm leadership, the fourteen states served by the Illinois Central System produced 37.5 per cent of all the lumber and 34.5 per cent of all the bituminous coal produced in the country during 1920.

The Illinois Central System is proud of the magnificent territory which it directly serves with transportation. Transportation is the factor which gives real value to the excellent production of these states. We are constantly endeavoring to contribute our part toward making this territory of even greater productive value, especially by rendering a service of satisfaction to our patrons. We are eager to be of service because that is the end for which the Illinois Central System exists.

Constructive criticism and suggestions are invited.

C. H. MARKHAM,
President, Illinois Central System.

Illinois Central System Points to Its Leadership in Passenger Service

The existence of a railway system is justified by its ability to serve the public with transportation. The measure of its service is the measure of its worth. As one example of its high standing, the Illinois Central System invites the attention of the public to those things which are indicative of its capacity for efficient passenger transportation service.

Much depends upon personnel. As an organization the Illinois Central System is composed of a body of 60,000 faithful and efficient workers. Its officers have advanced through the ranks of the service, thus acquiring the practical experience for intelligent supervision. The efforts of the organization are concentrated on making the Illinois Central System, in point of service, the outstanding railway system in the United States; and that means in the world, for American railroads have long held, and continue to hold, the leadership of the world in efficient transportation service.

Much depends upon equipment. Up-to-date and well-maintained equipment is the first essential to passenger service of the high type, which the Illinois Central System strives to give at all times. For years the Illinois Central System has been a leader among the railway systems in adding to its equipment, keeping its equipment well maintained and developing its roadway facilities.

The Illinois Central System is a leader in the amount of steel passenger equipment in use. Sixty per cent of the passenger cars on the Illinois Central System are of all-steel or steel-underframe construction. Steel cars are expensive, but they are a generally recognized factor for the safety and comfort of passengers.

The latest figures available show the percentage of all-steel and steel-underframe passenger cars in service on the railroads of the country as a whole to be less than 39 per cent.

The passenger on the Illinois Central System is assured of a safe, comfortable trip in a car of good construction and modern convenience, over a smooth-riding track of a heavy rail and ties, fully ballasted and well maintained, hauled by a locomotive of sufficient power and in such a condition of maintenance as to give every reasonable assurance of scheduled movement.

For the most part, each locomotive is regularly assigned to the same engineer, who takes a personal pride in its condition. This is believed to be one of the reasons for the small number of engine failures on the Illinois Central System, a record which is outstanding among the railroads of the country.

The regularity with which Illinois Central System passenger trains maintain their schedules indicates the high order of our passenger service. The percentage of passenger trains maintaining schedule, by months, for 1920 and the current year to November 1 follows:

	1920	1921
January	93.4	97.8
February	96.4	98.5
March	94.0	98.3
April	93.4	98.5
May	94.2	99.2
June	96.4	99.1
July	96.9	99.1
August	96.8	99.1
September	96.7	98.6
October	97.3	98.1
November	97.0	.....
December	93.8	.....
Average	95.5	98.6

The patrons of the Illinois Central System find courteous and sympathetic attention in every department. Employes take great pride in our reputation for courtesy.

Service is now the only basis of competition among the railroads. Since rates are standardized, the Illinois Central System cannot offer rate bargains to command patronage, but it can offer—and it is constantly developing—the organization, equipment and facilities for unusual service.

Constructive criticism and suggestions are invited.

C. H. MARKHAM,
President, Illinois Central System.

December 1, 1921.

Won the Gratitude of Vaudeville People

How a Little Service Brought Notice to F. T. Wood, Third-Trick Operator at Rockford, Ill.

F. T. WOOD, third-trick operator at Rockford, Ill., has been commended for an act of kindness to vaudeville actors who recently were in danger of not being able to leave Rockford in time to make their first appearance in Chicago the following day. The courtesy shown was appreciated by the theatrical people. The November 11 issue of the *Vaudeville News* contained a detailed account of the affair, and Mr. Wood received a letter from E. F. Albee, president of the B. F. Keith circuit of theaters, New York City, thanking him for his co-operative spirit.

While on duty at the station in Rockford about 5 a. m., October 24, Mr. Wood received a message that a car had been derailed at Evarts, Ill., and that it would probably be several hours before the track was cleared. No. 12, a Chicago-bound train, was due at that point about 5:30 o'clock, and word was sent out that this train would probably be detoured over the Chicago Great Western Railroad at South Freeport.

Mr. Wood remembered that there was theatrical baggage at the station in Rockford, and that it was scheduled to go to Chicago on No. 12. Vaudeville actors made that trip every Monday morning, and Mr. Wood had become so acquainted with their schedule that he knew it was important for them to arrive in Chicago on time. No. 12 was the only train on the Illinois Central that would get them there for rehearsals and their first performance.

Got Them on Another Train

Mr. Wood telephoned to the Mayer Hotel, where the vaudeville people usually stayed, and told the manager to inform them of the accident and that it would be best for them to take the 7 o'clock Northwestern train to Chicago.

When the actors arrived at the Illinois Central station to redeem their transportation, their baggage was already on its way to the Northwestern station. Their money was refunded, and they arrived in Chicago over the Northwestern in time for their first performance.

F. T. Wood

It happened that the track was cleared sooner than was expected, and No. 12 was not detoured over the Great Western. No. 12 was delayed one and one-half hours, but arrived in Chicago in time for the actors to attend rehearsals if they had gone on it. However, Mr. Wood knew that the vaudeville actors' trip was so important to them that they could not afford to take the chance of waiting for No. 12.

That afternoon Sig Mayer, proprietor of the Mayer Hotel, wrote a letter to Mr. Albee commenting upon the incident. Mr. Albee replied to the letter, and then wrote his appreciation to President C. H. Markham and Mr. Wood.

What Mr. Wood Has to Say

"I had no idea that the little stunt was going to cause so much comment," Mr. Wood said. "I knew the acts had to get to Chicago that morning, and realized that they would not

if I did not act quickly. I forgot all about the affair a few minutes after it was over, until I received a letter from Mr. Albee. It seems to me that they are making a mountain out of a mole hill; but if it is as important as they say it is, I hope the incident will serve as a suggestion to other employes when like cases come up. If it clinches more business for the Illinois Central, I'm glad."

Mr. Wood has been in the service of the company for five years. He studied telegraphy at the Bowling Green Business College, Bowling Green, Ky., for seven months, then attended the Illinois Central Station Training School in Chicago for three weeks. After his course was completed, he was given a position as station clerk at Orangeville, Ill. He was in that position a year, and then passed the examination to be a telegraph operator. He was made a relief operator on the Wisconsin division, and in 1918 was given a permanent position at Rockford. He has been in that city since.

Hotel Man Tells Incident

The letter Mr. Mayer wrote to Mr. Albee read as follows:

"Much has been said of the waning service and 'public-be-damned' spirit of railway employes, but following is an instance of one night station agent, whose thoughtfulness saved four vaudeville acts, closing here at the Palace theater yesterday, considerable inconvenience as well as dollars and cents.

"Some time in the night there was a wreck on the Illinois Central Railroad out of here, which necessitated the rerouting of Chicago-bound trains so that they did not go through Rockford. The baggage belonging to these performers was already on hand at the depot, having been taken the night before. The agent, realizing that most of the performers stopped with us, called us, advising that the early morning train would not run, and that, if they wished to get into Chicago early, it would be best to take some other road. The transfer man was called and the baggage taken to another depot, so that these people got out on a 7 o'clock train, only mildly inconvenienced.

"It was the wish of these people that you be advised of this incident, together with the name of the agent, whom we have found to be F. T. Woods."

Thanks From Vaudeville People

Mr. Albee then wrote to President Markham as follows:

"It is most gratifying to receive knowledge of the kindly consideration and splendid co-operation given by the railroads throughout the country to the vaudeville profession. It means so much to the artists and the managers of the different theatres to have them appear with their trunks on Monday morning in the different cities where they are to play. Failing to arrive on time on Monday puts the managers to a great disadvantage and disappoints the patrons of the theaters.

"Your road has given splendid service, and it reflects great credit on yourself, the executive staff, those in the baggage department and other branches of the service, who are carrying out your instructions to the letter. The thoughtful action of F. T. Woods in the interests of the artists is most commendable.

"In behalf of twelve thousand vaudeville artists and eight hundred vaudeville managers throughout the country, I want sincerely to thank you for your great interest."

IN THE CAMPAIGN

A Tennessee Division Contribution to the Recent "Strike No Stock" Campaign.

ACCIDENT AND INJURY PREVENTION

Before and—

TELEGRAM. Illinois Central Railroad Company

CHGO NOV 16

DEAR BILL
SAW YOUR WIFE AND KIDDIES TODAY JUST AFTER YOU LEFT ON THE DRAG AND YOUR WIFE ASKED ME TO BE SURE AND GET WORD TO YOU TO LAYOFF FOR OUR THANKSGIVIN FEED THE TALLOW POT TOLD ME YOU CAME PRETTY NEAR JOINING THE ANGELS YESTERDAY WHEN YOU WENT BETWEEN SOME CARS TO UNCOUPLE AND THE HOGGER MOVED THE ENGINE. SAY BILL THEY AINT MUCH ROOM FOR YOU AT THE COMPANY HOSPITAL NOW AS THE SWITCHMEN AT CHGO SEEM TO HAVE RENTED ALL THE BEDS THEY TELL ME THAT XX 11 OF THEM HAVE TAKEN THE COUNT ALL HAVING BEEN HURT IN THE LAST 30 DAYS. LOOKS LIKE THE BALDIES ON THE CHGO TML AINT WATCHING THEIR STEPS. DONT FORGET THANKSGIVIN THE MRS AND THE KIDS ARE COUNTING ON YOU. JOE

After

TELEGRAM. Illinois Central Railroad Company

CHGO NOV 27

DEAR BILL
WE TRIED TO CHEER UP YOUR WIFE AND KIDS AT THE THANKSGIVIN FEED DURING YOUR ABSENCE BUT IT WAS A PRETTY GLOOMY AFFAIR WITH YOU IN THE COMPANY HOSPITAL. SAY BILL I TOLD YOU THAT THE CHGO SWITCHMEN HAD RENTED ALL THE BEDS AND THEN YOU GO AHEAD AND FALL FROM THE TOP OF A CAR WHEN ON YOUR TRIP HOME. AND YOU AINT THE ONLY BRAKEMAN WHO RECENTLY PULLED OFF THIS STUNT. THEY TELL ME THAT SIX OF THEM EITHER STEPPED OR FELL OFF CARS RECENTLY. ALSO ONE CONDUCTOR DID THE SAME THING AND LOST HIS ARM. CLIMBING DOWN FROM TOP OF A CAR IS THE SAFEST WAY WHEN YOU GO TO PULLING PINS AGAIN REMEMBER BILL THAT TAKING CHANCES IS ALL RIGHT FOR CIRCUS PERFORMERS BUT BRAKEMEN AINT PAID TO DO SO. NOW THIS AINT A SERMON BUT A SUGGESTION FROM A FRIEND WHO DONT WANT NO MORE THANKSGIVIN FEEDS SPOILED. WILL DROP UP TO THE HOSPITAL AND SEE YOU THURSDAY.

JOE

Keeps Crossing Accident-Proof 7 Years

Here we have John Terry, crossing flagman at Main street, Warren, Ill., Minnesota division, who has guarded this one crossing seven years without an accident.

Mr. Terry started working for the company in 1885 as a section laborer. After working for twelve years, he made a visit to his home in Ireland, and then returned to America, where he again took up with the Old Reliable, working on the section. In 1914 he was placed at Main street, Warren, as flagman, and he has been there since. He has never had an accident at this crossing, although it is an exceptionally busy one. He says he makes it a point to be out on the crossing with his "stop" sign in plenty of time. He has a great many small school children using the crossing during school days, and he makes it a point always to watch them and, if necessary, help them across. In addition he voluntarily got himself a police whistle. He says that the whistle comes in mighty handy in attracting attention, especially in the winter, when the days are short and it gets dark early.

Besides being a splendid flagman, Mr. Terry believes in cleanliness about the crossing. His shanty and surroundings are the picture of neatness. He also has a garden spot, and it is a good one, as can be seen from the picture. Mr. Terry's efficient service has been a source of pride to Claim Agent H. D. Smith of Waterloo, Iowa, who gives us his picture and record.

John Terry and the Way He Keeps His Place

Teach New Employe the Ways of Safety

By J. A. BELL,
Master Mechanic, Mattoon, Ill.

The decrease in injuries to railway employes during the past twenty years or more has been due to improvement in tools with which they have to work—improvement in roadway and equipment—and elimination of hazardous conditions, coupled with a continuous effort on the part of the management to educate each employe always to think before acting and then to act in a way that will injure neither his fellow employe nor himself.

A further decrease in personal injuries can be brought about by exercising greater care in the selection of men entering the service. Applicants should be questioned regarding their

education, physical condition and habits before being allowed to fill out application papers, and no man should be permitted to start actual work without first having been cautioned and instructed by the employing officer and the supervisor of the work on which he is to be engaged. By starting off in this manner, you will find a lasting impression is made, and a little talk at reasonable intervals will invariably add to the service another valuable employe and assist in the prevention of injuries.

If an injury does occur, prompt investigation of it should be made and the responsibility determined. The manner in which the injury occurred should be demonstrated to as many employes as possible, and, as suggestions are received of means whereby such an injury can be prevented, immediate action should be taken with that end in view.

Those in authority must not only correct the unsafe things but also build up a fine safety morale among the employes by their personal efforts and personal contact. Teach each employe to act with safety, that is his duty to assist his fellow workmen to work with safety, and, if an employe is found who is carelessly inclined, reason with him until he is fully convinced you are in earnest and interested in his personal welfare.

Renewed efforts by all concerned, with a determination to beat all previous records, will result in a showing for December, 1921, that each employe on the Illinois Central should be proud of.

Buy Seals and Help Fight Tuberculosis

At least 1,000,000 persons in the United States have active tuberculosis and another 1,000,000 have the disease in a relatively quiescent form, most of them arrested cases, according to a study of the situation made by the National Tuberculosis Association. Of the 1,000,000 active cases of tuberculosis, according to the records of the United States Bureau of the Census, 132,000 have died during the past year.

Stating the situation in another way, 120 deaths for every 100,000 of population, according to the best available statistics, have been caused by tuberculosis during the last year. Fifteen years ago there were 200 tuberculosis deaths a year for every 100,000 of population. It has been estimated, by comparing the present death rate with that of no longer than twenty years ago, that a saving of approximately 75,000 lives annually has been effected.

Dr. Louis I. Dublin, in a report to the United States Department of Labor entitled "Causes of Death by Occupations," says that tuberculosis of the lungs is the most prevalent cause of death for all occupations combined, being responsible for 20.5 per cent of all deaths at all ages. Between the ages of 15 and 24 it shows a proportionate mortality of 33.8 per cent and increases to its maximum of 40.9 per cent in the age period of 25 to 34. The years when it takes the greatest number of lives are the most productive years for both men and women. Doctor Dublin, who is an insurance statistician, also has found that among the policy holders in the company which he represents there has been a decline of 42 per cent in the death rate from tuberculosis of the lungs among white persons during the period of 1911 to 1919.

In commenting upon this decline Doctor Dublin says the achievement, he believes, has resulted in large part from the public health and educational work of communities generally during the past thirty years.

In order to estimate the influence of tuberculosis upon the length of human life in this country, the National Tuberculosis Association has prepared life tables with tuberculosis included and with tuberculosis excluded. On the basis of these results, it is estimated that, if tuberculosis could be eliminated as a cause

The Christmas Seal

of death in the United States, two and one-half years would be added to the life of every individual in the country. Capitalizing each individual life at $100 a year, the net saving to the country would be at least $25,000,000,000.

To provide the necessary health machinery to control tuberculosis would cost, according to experience gathered by the National Tuberculosis Association, approximately $2 a year for each person in any average American community. This expenditure would undoubtedly have to be extended over a period of probably ten years at least. Applying these figures to the entire population, for an expenditure of approximately $2,000,000,000 the saving of $25,000,000,000 could be secured, a net saving of $23,000,000,000.

The National Tuberculosis Association and its allied agencies are carrying on a winning fight against tuberculosis. Their extension into every community of the United States will mean an increased saving of life and money.

The tuberculosis Christmas seal sale to be held in December provides the "sinews of war" with which the national, state and local associations can carry on their fight.

Some Chicago Facts in a Letter to Estelle

There's nothing like going to headquarters for facts.

Addressing the Illinois Central in general and signing herself "yours respectful," Miss Estelle Andrews of 33 Washington avenue, Collingswood, N. J., who is a student of geography, recently wrote the following letter:

"One of the things we are required to do in our geography class in school this year is to write a composition on one of the largest cities in United States. I have chosen the respective city of Chicago and know it is a noted railway center, if you would kindly send me information regarding this it would help me a great deal in my work. Thanking you in advance."

The postoffice department found the Illinois Central all right, and this great railway system wrestled with itself and brought forth the following, which ought to help Miss Estelle's class standing considerably:

"Chicago is the greatest railway terminal in the world. No train passes through Chicago; it is the terminus of every road that enters it. Thirty-nine railroads, including twenty-two of the greatest railway systems in the world, end in Chicago. Those thirty-nine roads include almost half of the entire railway mileage of the United States. One thousand four hundred trains enter and leave Chicago every day in the year—more than enter and leave any other city in the world. They bring in and take out of the city daily nearly two hundred thousand persons. Fourteen hundred miles of belt lines encircle Chicago, and that is one-third of the total belt line mileage of the country.

"Because of its location in the heart of the Middle West, being the terminus of the great railway systems which stretch into every far corner of the country, Chicago is the greatest shipping center in the world. The South Water Street station of the Illinois Central System, in the heart of the business district of the city, is the largest freight depot in the world. Its receipts in October, 1921, were nearly three and a half million dollars.

"The Illinois Central System has maintained an important relationship to Chicago since it was first built, in 1851-6. Our entrance to the city is along the Lake Michigan front, giving us what probably is the most favorable site for a railway terminal in the world. We maintain a suburban service to the South Side of the city, operating 350 week-day suburban trains and carrying 70,000 passengers a day. Our suburban service has been the means of developing the famous South Side residential district of Chicago. Other railroads maintain suburban services to the North Shore and the West Side.

"The most interesting thing about Chicago has been its magnificent growth, in a lifetime, from a frontier trading post to a city of two and a half million people. The railroads made that growth possible—just as they have made possible the development of the entire United States from the scattered colonies on the Atlantic seaboard to a compact unit of forty-eight states with a hundred and ten million inhabitants."

Engine Exhibit Makes Hit at Hammond, La.

Illinois Central Display Is Feature of the Successful Annual Florida Parishes Fair

The development of the Florida Parishes of Louisiana—Tangipahoa, Livingston and St. Helena—owes much to the Illinois Central System. The relation between the railway system and its patrons in that section has always been most cordial. It was something of more than usual interest to the system, therefore, when the development in which the system has aided was portrayed so fittingly recently at the Florida Parishes Fair in Hammond. Major George B. Campbell, editor and publisher of the Hammond Vindicator, contributes the following story to the magazine.

By MAJOR G. B. CAMPBELL,
Editor, The Hammond (La.) Vindicator

GOVERNOR JOHN M. PARKER dedicated the magnificent new buildings and grounds of the Florida Parishes Fair Association at Hammond Monday, October 24, the opening day of the greatest agricultural attraction ever held in this section. The fair lasted six days. The governor's dedicatory speech was delivered before a crowd of 12,000 persons, and it teemed with the optimism so characteristic of Louisiana's governor.

The new home of the fair association cost a little less than $100,000. All buildings are constructed with an eye to permanency and expansion, for it is conceded now that within five years, judging from the fine response of the people of the three parishes comprising the association, the enterprise will have expanded to a point where it will rank second to none in Louisiana.

Major G. B. Campbell

Governor Parker, himself a close student of the soil and vitally interested in agriculture, as evidenced by his operation of one of the largest cattle-raising and stock farms in Louisiana, touched the keynote in his speech when he declared that the future of this great commonwealth depends solely upon the efforts of the agriculturists. He was particularly gratified to observe such close co-operation on the part of the farmers of Livingston, St.

Our Engine Exhibit at Hammond, La.

Helena and Tangipahoa parishes, and he spoke in glowing terms of the great strides made by the tillers of the soil during the past few years.

Harry D. Wilson Speaks

Commissioner of Agriculture Harry D. Wilson accompanied the governor to Hammond and delivered a speech filled with sparkling thoughts along agricultural lines, complimenting the fair association on getting together the greatest agricultural display that he had ever observed in his home section of Louisiana. Mr. Wilson is working with the association now to include two more parishes—Washington and St. Tammany—in the group comprising the Florida Parishes Fair Association. Aside from this he is working to get two Mississippi counties bordering the Louisiana line to affiliate and make the fair enterprise somewhat of an inter-state event. His idea appears to meet with approval.

Wonderful Exhibits

Never before in the history of this section were so many fine agricultural exhibits assembled. Practically the entire resources of the three parishes were exemplified by the display. Visitors from all sections declared that the exhibition was a complete revelation. Manager Mort L. Bixler worked hard to get the various communities to send the best exhibits possible, and the result of his efforts proved a surprise even to the fair promoters.

The live stock exhibit was not so good as last year, owing to the fact that many of the prize herds were at fairs in the North and could not reach here, but still the showing made was highly praised. Houlton Brothers exhibited a number of their best head of registered stock, and many others did likewise.

Illinois Central Exhibit Praised

The fair association, as well as the people of Tangipahoa Parish, feels under lasting obligations to the Illinois Central System for the excellent exhibit sent here—the contrasting engines, the old "Mississippi" and one of the latest models recently purchased. This action on the part of the Illinois Central was liberally commended by the thousands who viewed the engines as they stood in the yards here in charge of Clarence L. Strader, a most popular engineer, who took great pride in explaining to all the wonderful evolution of railroading

Exhibits at the Florida Parishes Fair

as depicted by the two types of engines separated by nearly 100 years of civilization.

Grandfather Used "Mississippi"

An interesting feature of the visit of the old "Mississippi" to Hammond, and one which caused a revival of memories of more than a half century ago, was when Dr. Lucius D. McGehee viewed the exhibit. He had read of the early history of the old engine and recalled that his grandfather used it to get his household goods to Woodville, Miss., in the years around 1836-37.

"My grandfather," Doctor McGehee said, "often told us about his perilous trips on this same engine, and in fact helped to operate it."

Fair in Infancy

The Florida Parishes Fair Association is in the infant class and will grow from year to year. Located as it is on the greatest railroad in the South, and with highways running in either direction, over which the people find easy access, nothing can mar the gradual expansion of the enterprise. Men of capital are behind the association and through their influence the stockholders have become so numerous that practically all of the business men of the three parishes own some share in it.

The Agricultural Building

The photographs herewith give an idea of the enterprise. Handsome buildings, a half-mile race track and a grandstand with a seating capacity of 2,500 all contribute to the magnitude of the association.

The attendance this year was almost double that of last year, fine weather prevailing throughout fair week, with the exception of one afternoon when a slight storm interrupted activities for a while.

Plenty of amusements were furnished. A carnival, a dog and monkey show, auto polo, auto races and horse races helped to entertain the large crowds and caused all to forget business cares for the week.

The Illinois Central, as usual, handled the crowds in an efficient manner. Special trains from Baton Rouge and McComb were operated to accommodate visitors, and the regular trains carried extra coaches.

A Field of Motor Cars and the Race Track

Withal, the fair will be remembered as the most elaborate attraction of its kind ever held here, and its success will spur the people to greater activities next year. It will be hard, however, to eclipse the 1921 fair, but those behind the enterprise declare that such a thing can be accomplished.

ITS YEARLY JOB

Every year the Mississippi River carries down to the Gulf of Mexico as much earth as was dug out to make the Panama Canal. If these thousands of pounds of dirt were carried down to the Gulf in trainloads instead of in the river water, it would take about 1,700 trains a day to keep it moving.

The Things We Talk About

The short girl in the blue prunella coat sighed wearily.

"What's on your mind?" asked the tall girl, fitting a hanger into her brown dolman.

"I rode down on the train with Miss Brewster," the short girl groaned.

The tall girl giggled. "Is she still enjoying poor health?"

"Oh, yes. I tried to dodge behind a post, but she saw me first. We exchanged 'Good morning,' and then she baited me with a 'How are you?' 'Fine,' said I. 'And you?' 'Not very well.' Her faced assumed a mournful expression, and, with head inclined on one side, she regaled me, Rogers Park to the Loop, with her complaints. Great grief! I feel as if I had been to a funeral."

"How tiresome!" sympathized the tall girl.

"I have come to the conclusion," continued the short girl, "that women are divided conversationally into three classes: Those who discuss their ailments, those who use a masculine pronoun with every other breath, and those who brag or criticise. I wish I were a man! I would fortify myself behind a newspaper and read in peace."

"In pieces, you mean," corrected the tall girl. "Just when you felt secure behind your paper barricade, along would come Bill Jones or Dick Flynn. Some men are just as boresome as the women you malign. How would you like to listen to eight miles of golf or fish story, or the clever sayings of some fellow's young grandson?"

"Well, I am cross about it. I have the worst luck, anyway. Now, yesterday I had a nice book, but couldn't even open it. I rode down with the Browne girls. One would have thought they were French modistes the way they picked out the weak points of the costumes of the other passengers. And I couldn't understand half their slang expressions. By the way, Dora, what does 'giving one the air' mean?"

The tall girl retreated. "It is what I am going to give you until you get over that awful grouch." And the door slammed behind her.

Tested Recipes

HONEY BARS. Grind 2 cups raisins and 1 cup nut meats in food chopper, and mix with ¼ cup honey. Pack under a weight for at least 24 hours. Cut in bars.

SCALLOPED EGGS WITH POTATO. Three eggs, 2 cups cooked potato cut into dice, 2 tablespoons butter, 1 tablespoon chopped onion, 2 tablespoons flour, 1 cup milk, ¼ teaspoon salt. Boil eggs hard and cut in slices. Arrange in a baking dish with diced potatoes. Pour over the eggs and potatoes a white sauce made as follows: Melt 2 tablespoons butter and cook the onion in this until light brown, add the flour and salt, stir and add the milk. Cook until thick, stirring constantly. Melt one tablespoon of butter and toss ½ cup cracker crumbs in the butter until coated, season with salt and pepper, and cover the scallop. Brown in hot oven.

CODFISH FRITTERS. 3 eggs, 1 cup codfish (freshened and flaked), ½ cup sifted flour, ½ teaspoon baking powder, pepper. Beat eggs, add pepper to taste, and fish; then add flour sifted with baking powder. Beat all together, and drop by spoonfuls into a frying pan half full of very hot fat.

MRS. BARKER'S SPICE DROPS. (A good way to use stale cake.) 4 cups of cake crumbs, 3 cups of flour, 3 teaspoons baking powder, 1 teaspoon each of cloves, ginger, and ground cinnamon, ½ teaspoon salt, 2 cups of brown sugar, 2 tablespoons

lard and 1 tablespoon butter or butter substitute, ½ pound seeded raisins, 2 eggs, 1 teaspoon baking soda, 1 pint sour milk. Mix all dry ingredients (except soda) together in a bowl with sugar and shortening, and add raisins. Beat the eggs, dissolve the soda in a little warm water, put it into the sour milk, then beat the eggs and milk together, and combine with the dry ingredients. Drop by spoonfuls on a greased pan and bake in quick oven about 15 minutes. (All measures must be level.)

FRUIT CAKE. 1 pound brown sugar, 1 pound salt pork (little or no lean), 6 eggs, 1 teaspoon each of cinnamon and cloves, ½ pound each of currants, raisins, and nut meats, ½ pound lemon, orange and citron peel (mixed), 2 cups flour, 2 teaspoons baking powder, 1 cup sour milk, ¼ teaspoon soda. Chop the pork and fruit and nuts. Put sugar into mixing bowl, add pork, spices, fruit and nuts, eggs (well beaten), then the flour and baking powder (sifted together), last the sour milk in which the soda has been dissolved. Bake in a loaf pan lined with greased paper.

Every Woman's Duty

A woman with the loveliest hands gives us her secret: Equal parts of glycerine and lemon juice (the latter strained carefully), applied at night. A few drops of one's favorite perfume may be added. This treatment prevents redness and chapping.

Rubbing with pumice stone will reduce calloused spots on the soles of the feet.

Household Hints for Home Makers

The juice of one or two lemons put into the wash boiler when boiling clothes will whiten them.

Mud stains should be allowed to dry, then be brushed carefully. If the stains persist, lay the stained material, wrong side up, on a pad of cloth, and sponge with water.

Cheese cloth is excellent for dusters.

To keep the refrigerator sweet it should be cleaned once a week. Remove ice and food. Wash the inside of the refrigerator and racks with hot water containing soap or soda, rinse carefully, and wipe dry. Clean and scald the drain pipe and pan.

To store a small quantity of apples for winter use, wrap them in paper to prevent bruise or spread of rot, pack in a box, and keep in a cool place.

Camphor, which absorbs moisture, is useful in the silver drawer. Dryness helps prevent tarnishing.

Rubbing with fine steel wool will remove discolorations from aluminum ware.

A round or flat whisk broom can be used to sprinkle the clothes evenly and quickly. Keep a broom especially for this purpose.

Paint or varnish spots on glass can be removed with turpentine.

Brooms, brushes, and mops should be hung up, so that the weight will not rest on the cleaning part.

In darning large holes, sew a piece of net over the hole, and darn through the net.

Gift Suggestions

Thanksgiving Day has slipped by, and we begin to think about holiday shopping. Most of us have been converted, by bitter experience, to the plan of shopping early. We have found that the stores are less crowded, the salespeople less fagged, and the stock of holiday merchandise in larger variety and fresher than it will be after much handling. It is a good plan to make a list and to classify the articles as far as possible, thus saving time and energy in going from one department or store to another. Make your gifts conform to the standard, "beautiful but useful." The following list may be found helpful in planning one's gifts:

For the man of the house: Umbrella, bathrobe, belt, muffler, scarf, motor gloves, pocket flashlight, book, cuff links, traveling case, fountain pen, golf balls or clubs, sweater, subscription to home-town paper or magazine, silk shirt, handkerchiefs, collar box, cigarette holder, book ends, smoking stand, watch chain, smoking jacket, soft leather bedroom slippers, walking stick, military brushes.

For the home or business woman: Picture, telephone doll, narcissus bowl and bulbs embroidered guest towel, box of stationery, bottle of favorite perfume, book (fiction or poems), fountain pen, metal pencil, subscription to magazine, umbrella, purse, gloves, opera glasses, handkerchiefs, boudoir slippers, vanity case, overnight bag, silk sweater, kodak picture (enlarged and framed), lace collar and cuffs, slipper trees, sewing basket, dainty apron, bar pin, string of novelty beads.

CHILD'S SWEATER

(For a 2-year-old)

MATERIAL—5 balls knitting yarn, 1 pair knitting needles No. 5.

DIRECTIONS—*Back:* Cast on 83 stitches; knit 9 ribs; then start block pattern as follows:

First row, knit; second row, knit 3 and purl 1.

Third row, knit; fourth row, knit 3 and purl 1.

Fifth row, knit; sixth row, knit 3 and purl 1.

Seventh row, knit; eighth row, purl every stitch.

Repeat from first to eighth row inclusive for pattern of block throughout sweater. Knit 11 blocks, then cast on 32 stitches on each end of needle for sleeves. Knit on the 147 stitches until there are 4 blocks from where stitches were cast on for sleeves. Knit 65 stitches, bind off 17 stitches for neck, taking off remaining 65 stitches on an extra needle, until one front is completed.

The Sweater

Front: Take in a stitch at neck for 2 ribs; on the 63 stitches that remain knit 4 ribs; then add 2 stitches at neck each rib for 5 ribs. When 7 blocks are completed at the hand, bind off 8 stitches at end of needle each rib for 4 ribs; knit 4 ribs; add 1 stitch at underarm for 4 ribs; then knit without widening until front is same length as back. Make other front to correspond; join underarm seams.

Plain knitting, instead of block pattern, may be used on 9 stitches down front edges, making buttonholes in every 12th rib by knitting 3, binding off 3, knitting 3; on next row coming back knit 3, cast on 3, knit 3.

Cuff: Cast on 20 stitches; knit plain for 40 ribs; join and sew on sleeve.

Collar: Cast on 20 stitches; knit plain for 60 ribs; sew on neck.

For more explicit directions or any assistance address Miss Lucy E. Sinclair, 605 Central Station, Chicago.

Not His Job

I'm not supposed to do that, he said,
When an extra task he chanced to see.
That's not my job and it's not my care,
So I'll pass it by and leave it there;
And the boss who gave him his weekly pay
Lost more than his wages on him that day.

I'm not supposed to do that, he said,
That duty belongs to Jim or Fred.
So a little task that was in his way
That he could have handled without delay
Was left unfilled, and the way was paved
For a heavy loss that he could have saved.

And the time went on and he kept his place,
But he never altered his easy pace,
And folks remarked on how well he knew
The line of work he was hired to do,
For never once was he known to turn
His hand to things not for his concern.

But there in his foolish rut he stayed,
And for all he did he was fairly paid,
But he never was worth a dollar more
Than he got for his toil when his week was o'er,
For he knew too well when his work was through
And he'd done all he was hired to do.

If you want to grow in this world, young man,
You must do every day all the work you can.
If you find a task, though it's not your bit,
And it should be done, take care of it;
You will never conquer a raise if you
Do only the things you're supposed to do.—SELECTED.

Economy Scores Knock-Out in 31st Round

How Waste Went Down in Thrilling Combat in New Orleans Terminal Division Arena

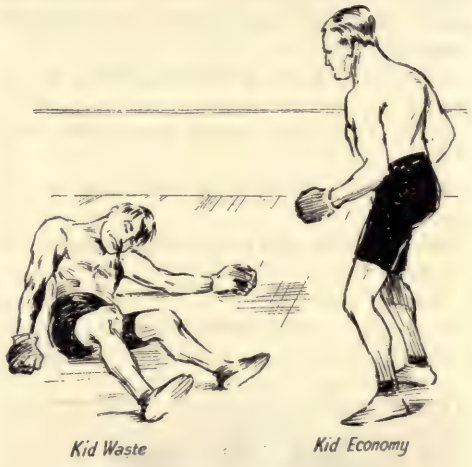
THE most memorable pugilistic encounter of the year wasn't the one staged five months ago at Boyle's Thirty Acres when Jack Dempsey smashed his way into an American victory over the sturdy little French challenger. The New Jersey fight was a street brawl as compared with the grueling thirty-one round bout which Kid Economy and Kid Waste fought during October in the arena of the New Orleans Terminal Division. The bout began at one minute after midnight on the 1st of October and came to an end at midnight of the 31st.

The first twenty-one rounds were indecisive. The fortunes of battle veered first to the challenger and then to the defender. But after the twenty-first Kid Waste visibly weakened and Economy waded into the fight with lightning blows that sent the defender of the title to his knees time and again while the loyal supporters of Kid Economy fairly raised the roof with their shouted acclaims of their protege. The knockout blow came in the closing seconds of the fight. When Kid Waste was counted out by Trainmaster Charlie Beven, the referee, the division went wild with joy.

What the Fighters Weighed

It was a part of the October coal-saving drive. The New Orleans Terminal was just one of the seventeen operating divisions which participated in the campaign for a conservation of coal during October, but it devised what is probably the most unusual method of getting publicity on the big event. On the New Orleans Terminal Division the campaign became the big fight for the title between Kid Economy and Kid Waste. Economy was the challenger for the title. The challenger weighed in at 110, which was the goal set to be reached in the average pounds of coal consumed per switch engine mile, and the defender, Kid Waste, weighed in at 122, which was one pound less than the September average.

The New Orleans Terminal Division not only has coal savers but has sport writers, as well. The big fight was covered by daily ringside bulletins on the progress of the fight, written in an unusually interesting style.



The Knock-Out

Every few days the bulletins were illustrated with sketches of the fight made from the ringside.

The first bulletin appeared Setember 30. "The gladiators, after a month of strenuous preparation, are fit for their return fight," the bulletin read.

"Kid Economy, the challenger, is of slight build but as lithe as physical training can possibly make a fighter. In a statement to the press late today he makes it known that he will strive from the outset of this battle to make it a victory.

"Kid Waste, a fighter of the rugged type, is just as confident that he will retain the championship. In his statement to the press he merely states that he rules supreme and will continue to do so."

Betting Swayed by Sentiment

"The betting," the bulletin declared, "is being controlled more or less by sentiment. Kid Economy is being backed by the entire populace of the New Orleans Terminal Division, who have drawn up a resolution which will be handed to their pride just after he enters the ring in which they express their eagerness for him to emerge from the fray as victor and their champion."

Here are parts of the first ringside bulletin:

"New Orleans, October 1, 12:01 a. m.—Among the ringside devotees were fans who have attended such celebrated contests as the victory of Kid Safety over Kid Accident, Be Careful over Kid Exception and the memorable battle in which Kid Waste emerged victor over Kid Economy after a grueling fight of thirty rounds (the September coal-saving drive), the victor not being determined until the last minutes of the fight.

"Kid Economy was the first to enter the ring, accompanied by his manager and chief second, Jimmie Chapman. The plaudits as he jumped over the ropes were deafening. It was plainly seen that he was the popular favorite.

"Kid Waste, as he has in the past, entered the ring in that boastful and arrogant way which only he can assume, scorning the aid of anyone.

Some Messages of Encouragement

"Shortly afterward Announcer 'Monk' Mora introduced the third man in the ring, Charlie Beven, who immediately called both fighters to the center of the ring and gave them their final instructions, cautioning both fighters that nothing but clean fighting would be tolerated.

"Messages of encouragement from Albert Clift, John Porterfield and John Egan were received by Kid Economy just before he entered the ring in which they expressed their eagerness to see him emerge from the fray as victor."

And then followed some predictions on the fight by the followers of the sport. Here are samples:

"Jeff Harrell, peer of all trainers, who has trained Kid Economy for this fight:

"'No doubt as to the outcome. I have left nothing undone to fit the challenger for a winning battle. Kid Economy is in the pink, and if condition counts for anything the battle is already won.'

"Bill Lange, Kid Economy's lifelong friend, who has seconded him in all his battles:

"'The Kid is primed for a winning fight. The only question in my mind is how long Kid Waste will last.'

"Johnny Marshall, one of Kid Economy's most ardent supporters:

"'If pulling for Kid Economy will make him victor he has already won.'

Support From the "Tallow Pots"

"Frank Tornabene, who supported Kid Economy loyally during his September fight for the championship:

"'Nothing to it but Kid Economy. The "tallow pots" are backing him to a man.'"

Then followed some opinions from Kid Waste's camp. Joe Gloom and Johnny Pessimist were quoted, Gloom declaring that "Kid Economy can't win; Waste is too strong," and Pessimist that "Kid Economy chewed off more than he can swallow."

Then came the daily ringside flashes. The opening round went to Kid Economy and likewise the second. But the third was even, and Waste won the fourth, fifth, sixth, seventh and eighth. And thus the battle raged. At the end of the report of each round appeared the figures showing the number of pounds of coal consumed per switch engine mile to date, the variation in the figure being the signal for the decision of the sport writers. Just as an indication of how the battle waged—and how it was reported—the following are some of the ringside daily flashes which came from division headquarters:

First Goes to Economy

FIRST ROUND—The bell clanged, and the fight was on. Following the advice of his chief adviser, Bob Lacey, Kid Economy, the challenger, danced around the champion, left-jabbing him at will. The skill of the challenger stood him in good stead as the champion lunged with all his weight to get into close quarters, swinging an overhand right that meant doom if it landed. They clinched. Referee cautioned both fighters about the use of the kidney blow. In breaking from the clinch the great little man caught the champion with a terrific right flush to the chin. Kid Waste looked to be badly shaken up as the bell clanged. Economy's round, 122.

SECOND ROUND—As they came out of their corners for the second round, Kid Economy landed a hard right to the champion's jaw. Waste, evidently not yet over the effects of the beating he received in the opening round, sagged to his knees. Jimmie Chapman, Kid Economy's manager and chief second, immediately assumed the "smile that won't come off," and the supporters of the champion looked gloomy. Kid Waste, however, went into a clinch, and his wonderful recuperative powers enabled him to weather the storm. Waste blocked two left jabs and landed a hard right in return. Kid Economy danced around the ring, closely followed by Waste. They were mixing it in a neutral corner when the bell rang. Economy's round, 116.

Note—It was reported that Charlie Havers, acting as commissioner for Kid Economy's backers from Harahan, placed a bet of $1,000 at odds of 8 to 5 that the championship would change hands.

Third Round an Even One

THIRD ROUND—The round started tamely. Kid Economy, showing the results of superior training and handling, cleverly out-boxed Kid Waste. Waste, urged on by his supporters, rushed the challenger to the ropes and sent several hard rights to the body. Kid Economy sent two lefts to the head in rapid succession, and took a right hook to the jaw. Waste took many blows in an effort to land the finishing punch, but Economy was too clever. As the bell rang, they were fighting hard with Waste having a little the better of it. Even round, 118.

Note—Box A, front row, was occupied by

"Marcel-Wave" Wright, "Sisal-Haired" Nodier, "Boo-Boo" Phillips, "Schultz" Schneider, "El Capitan" Sheehan and "Gob" Johnson, all loyal supporters of Kid Economy. Their cheering and encouragement aided Kid Economy in evening the round.

FOURTH ROUND—Springing from his corner at the clang of the bell, with the grim determination of ending the fight, Waste showered Kid Economy with a volley of lefts and rights. Economy, taken by surprise, tried to fight back, but the suddenness of the attack drove him to the ropes. Waste landed a hard left to the stomach, and, as Economy dropped his guard, crossed his right to the jaw. Ringside spectators hissed Waste for what they believed was a low blow. Economy fell into a clinch to save himself from further punishment. Waste, taking advantage of his superior strength, roughed Economy around the ring. Referee Beven had just stepped in to separate the fighters when the bell rang, ending the round. Waste's round, 122.

Note—It required the combined efforts of Captain Royan, and Boxing Commissioners John Rogan, Pete Mumford and Henry Moore to quiet a disturbance in Box C, occupied by "Flounder-Foot" Tallon, "Pee-Wee" Stengel, "Big-Six" Ernst, "Smiling Gus" Schilling, "Stand-Pat" Steitz and "Flat-Wheel" Ernst, all supporters of Kid Economy, who were loud in their criticism of the foul tactics used by Kid Waste.

Waste Takes Sixth Round

SIXTH ROUND—Slouching from his corner, Waste waited in the center of the ring for Economy to lead. Economy led, landing a light left to the stomach, and crossing his right to the jaw. Waste seemed to awaken to the fact that he was fighting a losing battle, and rushed Economy to the ropes, beating a tattoo on his body. Economy landed two left jabs, but seemed to feel the effect of the heavy body punishment he was receiving, and his blows lacked steam. Waste took everything Economy could give and continued his attack on the challenger's body. They clinched. In breaking from the clinch, Waste caught Economy with a hard right, flush on the jaw, which easily entitled him to the round. Waste's round, 127.

Note—Between the fifth and sixth rounds, a procession, led by "Big Boy" McDonald, "Brother" Hoyt, "Lead" Connelly, "O. K." Powers, "Tubby" Marshall, "Gentleman Leon" Duke, "Happy" Holligna, "Peller Club" Jonveaux, "Jitney" Joyner, "Chuck" Gouteriez, "Rocks" Oeschger, "Will You" Hoffstetter, "Slim" Beckman and "Sweetheart" Wulffe, paraded about the arena led by the jazziest jazz band ever heard, proclaiming in loud tones that they were with Economy and were willing to bet their money that he would be crowned champion.

TWENTIETH ROUND—What a round! Waste would not permit his man to remain idle for a moment, rushing and slam-basting his way. He was met, however, by a boxer as determined as he, and his rushes were brought to a sudden halt by well-directed blows. In breaking from a clinch Waste heeled his man—splitting Economy's lip. As though infuriated at Waste's foul tactics, Economy threw caution to the winds and set sail for his man, landing blow after blow with telling effect. Only a fighting machine like Waste could withstand the blows that landed during this set-to. Waste was severely punishing Economy's stomach as the bell rang. Even round, 126.

Economy Scores a Knock-Out

THIRTY-FIRST ROUND—The bell rang for the 31st. Economy jumped eagerly from his corner. Waste's handlers had been working valiantly on their man during the one minute rest, massaging his legs and stopping the flow of blood from his several cuts. He seemed greatly refreshed—in fact looks to be in better shape than at any time since the 20th round. They shook hands in the center of the ring. In spite of the beating Waste had received in the previous rounds, he still looked confident and even the most ardent supporters of Economy could not but admire his spirit. He immediately set sail for Economy in typical Waste fashion—head down, both arms flying, regardless of blows landed by Economy, hoping only to land a haymaker. With a less experienced or poorly trained fighter, Waste's final rally might have been successful, but he was up against what was probably the best conditioned and smartest fighting machine that ever entered the ring. Instead of losing his head, as victory appeared his, and swapping punches with the still dangerous Waste, Economy avoided the rush of his opponent, and landed a stinging right just in front of the ear, which brought Waste up short. Taking full advantage of his chance, Economy leaped in, fast as lightning, and landed a terrific punch to the chin. Waste went down like a log. At the count of five, he attempted to draw his legs up under his body in a vain effort to regain his feet, but the effort was too much for his fast waning strength and he rolled over on his back, remaining in that position until the fatal ten had been counted by Referee Beven and a new champion crowned.

Despite the efforts of Captain Royan and the police, Economy's supporters rushed into the ring, breaking down the posts and destroying the ropes in their eagerness to get to the champion. Quickly they hoisted Economy to their shoulders, and, wildly cheering, carried him to his dressing room.

Only a few spectators remained in the vast arena to watch Waste. Tired and badly beaten, he leaned back on his stool as his handlers removed his sodden gloves. Wearily he rose to his feet and walked slowly across the ring. He was helped through the ropes and dragged himself wearily to his quarters, not even deigning to cast a look back on the ring he had entered a few hours before a champion, the admired of all, proud of his title and confident he would retain it; and was now leaving—a beaten man—with none to admire and few to pity.—115.

REAL ECONOMY

D. Crutchfield

Here is a picture of D. Crutchfield, oiler at the passenger station, Fulton, Ky., who has a wonderful record for taking care of his tools, which he holds to be of much importance to the company. He has been in the service of the company since September, 1911, and still has the same lantern issued him when he began working. He has had only two globes, the first of which was broken by another employe to whom he lent his lantern. The oil can which he holds in his hand has been in the service for the past eight years, and he says both will last him a long while yet, and might possibly survive him.

Freight's Faithful Chaperon—The Waybill

Document Is Sorely Needed to Guide Shipments Through Intricacies of the Terminals

By C. G. RICHMOND,
Superintendent, Stations and Transfers

THE accompanying cartoon, drawn by Mr. Wolfard of the Baltimore & Ohio Railroad and reproduced here by permission of that line, illustrates in an effective manner the importance of keeping the waybills with the freight.

This applies to carload as well as "Elsie L" freight for the reason that a car cannot travel far without a waybill, and, if it does, delivery cannot be arranged without billing. The delay and annoyance to consignee, due to this neglect alone, are not inconsiderable.

The waybill is the only document which can satisfactorily guide a car or a package through the intricacies of our large freight terminals; it is the only means which assures the proper movement of a car or shipment via route and junctions designated by the shipper.

Waybill Has Importance

The waybill is of great importance to the accounting department, as the collection of revenue and the apportionment of it between carriers is based entirely on the waybill and the information thereon.

The loss of a waybill, in addition to causing delay to and probable loss of a shipment, also causes considerable inconvenience to the accounting department. In such cases, a copy of the lost waybill must be secured and handled through the account at the destination station. The negligent handling of waybills, therefore, results in delay, needless work and dissatisfied patrons.

An LCL shipment checking over without billing is commonly known as "astray" freight, and we learn from sad and costly experience that many shipments forwarded on "over" or "astray" billing never reach their destinations.

Good Practices Recommended

The following practices are recommended to all employes having to do with the handling of waybills to insure having bills with cars and freight at all times.

1. Receiving clerks should see that all freight received is shown on the bill of lading; that it is directed to the proper car, and that shipping tickets, showing the cars into which shipments have been loaded, are promptly sent to the billing department.

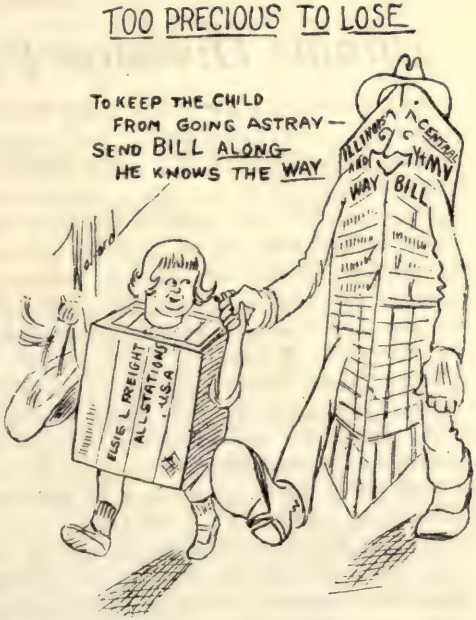
2. Warehouse foremen should see that freight is loaded into the proper car; that shipping tickets, covering any freight remaining on the floor of the house at the close of the day, are held until the freight has been loaded.

3. Bill clerks should see that shipments are billed in the car into which they have been loaded; that all items appearing on shipping tickets are transcribed to waybills, and that consignee and description of articles are correctly and fully shown.

How Conductors Can Help

4. Agents and chief clerks should see that waybills for each car are correctly pouched, making frequent tests so determine if pouching is being properly handled.

5. Local freight train conductors handling way cars should see that waybills do not be-



Good Company

come lost or misplaced while in their possession.

6. Local freight train conductors should see that freight loaded at non-agency stations is billed at the first agency station and that waybills are received to cover freight loaded at agency stations.

7. Conductors should telegraph the chief dispatcher and the trainmaster immediately after discovery of any cars in their trains for which waybills have not been furnished.

8. Trainmasters, yardmasters and chief yard clerks should inspect bill racks and make a frequent check of bills with daily yard checks, to determine if any cars are in the yard without waybills and if any waybills are in the racks for which cars are not in the yard.

9. Yard clerks in outbound train yards should see that conductors are furnished waybills for all cars in their trains.

How Company Will Benefit

A strict compliance with the requirements above will result in benefits to the Illinois Central in the following manner:

1. Prevention of causes for freight claims and the expense incident thereto.

2. Saving effected in freight car equipment through the utilization of car days otherwise lost while "no bill" cars remain on hold tracks.

3. Saving in yard operating expense involved in the switching of "no bill" cars to and from hold tracks.

4. Elimination of causes for considerable annoyance to shippers and consignees and the retaining of traffic which might otherwise be routed via other lines.

Great Improvement Noted

During October, 1921, on the entire system, 70 cars were delayed 143 days on account of mishandling of waybills and waybill errors, compared with 213 cars delayed 970 days during October, 1920, a decrease of 143 cars, or 67.1 per cent, and a decrease of 827 car days, or 85.2 per cent. The average days of detention also decreased from 4.52 days in October, 1920, to 2.04 days in October, 1921, or 2.48 days.

On the entire system, during October, 1921, there were 1,011 LCL shipments arriving at destinations without billing, compared with 2,828 in October, 1920, a decrease of 1,817, or 64.2 per cent.

This showing is gratifying and reflects much credit on all employes concerned. It is hoped that the knowledge of what has already been accomplished will stimulate employes to put forth a special effort to make the Illinois Central System 100 per cent in this particular.

Illinois Division Passes Own Inspection

During the first week of November Superintendent J. W. Hevron of the Illinois division, together with his entire division staff and several agents, track supervisors and section foremen, using a special train, visited each station on the division, making a thorough inspection of all buildings, agencies and tracks. It was the opinion of all that it was one of the most successful and profitable of trips.

The various committees had been previously organized, so that upon reaching each station the inspection was completed within a very few minutes.

Committee No. 1, consisting of H. Kabbes, supervising agent, J. T. Stanford, trainmaster, C. W. Davis, trainmaster, and W. G. Tiley, chief dispatcher, reported on general appearance and cleanliness of office, waiting room and wareroom.

Committee No. 2, consisting of H. B. Finnegan, agent, Gibson City, W. H. Bash, agent, Effingham, J. H. Sage, route agent, American Express, Kankakee, and J. G. Hill, traveling agent, American Express, Mattoon, reported on tariffs, station accounts and express accounts.

Committee No. 3, consisting of C. W. McKnight, agent, Paxton, and R. G. Miller, chief clerk to superintendent, Champaign, reported on condition of station supplies, station records and flagging equipment.

Committee No. 4, consisting of J. M. Purtill, agent, Kankakee, and A. P. Gorman, agent, Champaign, reported on loss and damage to both freight and express.

Committee No. 5, consisting of C. R. Walters, car distributor, Champaign, G. W. Stafford, traveling freight agent, Kankakee,

and W. G. Tiley, chief dispatcher, Champaign, reported on inspection of station records and the handling of car service car reports and interchange.

Similar committees under the direction of Roadmaster J. L. Downs were assigned individual items for inspection, such as line and surface, spiking and spacing of ties, buildings and policing, ditches, banking and ballast, switches and sidings, etc.

Each agent and section foreman was graded by the committee, and so far as the station agencies are concerned, a general division average of 99.1 per cent was obtained, indicating an extremely healthy condition of affairs at every station on the division.

Herewith appear photographs taken by the "official photographer," S. C. Hofmann, supervisor of signals.

The Illinois division annual inspection trip. In the smaller group to the left, reading from left to right, are: T. Carey, road supervisor, Effingham; T. Connerton, road supervisor, Cabery; G. W. Shrider, road supervisor, Champaign; E. R. Fitzgerald, road supervisor, Gilman; T. Brosnahan, road supervisor, Mattoon; J. Gallagher, road supervisor, Kankakee.

In the group at the right, reading from left to right, are: R. G. Miller, chief clerk to superintendent, Champaign; A. P. Gorman, agent, Champaign; W. H. Bash, agent, Effingham; W. G. Tiley, chief dispatcher, Champaign; C. R. Walters, car distributor, Champaign; H. H. Weatherford, dispatcher, Champaign; H. Kabbes, supervising agent, Champaign; C. W. McKnight, agent, Paxton; H. B. Finnegan, agent, Gibson City; J. M. Purtill, agent, Kankakee; J. H. Sage, route agent, American Express, Kankakee.

Our Monthly Roll of Honor

Below is a list of employes retired at the meeting of the Board of Pensions, October 28:

Name	Occupation	Years of Service	Date of Retirement
Henry Coppedge (Col.)	Blacksmith, Covington, Tenn.	21	5/31/21
Martin J. McCarthy	Watchman, Chief Special Agent's Dept.	17	6/30/21
Fred T. Saberton	Clerk, Auditor of Passenger Receipts Dept.	26	6/30/21
Samuel McNeil	Section Laborer, Clinton, Ill.	35	7/31/21
Louis Blum	Engineman, Chicago Terminal	36	8/31/21
Albert W. Burbank	Train Baggageman, St. Louis Division	38	9/30/21
Frederick Findlay	Engineman, St. Louis Division	15	9/30/21

The following deaths of pensioners were reported at the same meeting:

Name	Last Employment	Date of Death	Term as Pensioner
George F. Fraser	Clerk, Burnside Storehouse	9/28/21	2 months
Martin Naylon	Section Laborer, Wisconsin Division	10/13/21	16 years
Hans C. Jorgensen	Mason, Chicago Terminal	10/12/21	8 years
William Hennegan	Section Foreman, Minnesota Division	10/13/21	18 years
John Kief	Tinsmith, Burnside Shops	10/20/21	12 years

Good Stock-Keeping and What It Means

By J. R. STOKES,
Stockkeeper, Memphis, Tenn.

THE average user of material apparently gives little thought to the amount of care and supervision devoted to maintaining a stock flexible enough to meet the requirements of the various departments at the time needed. When one stops to consider that about 35 per cent of the gross earnings of the railroads is used to purchase materials and supplies, it can readily be understood that systematic ordering is necessary to meet the other expenses and insure a reasonable return on the investment.

It has beeen estimated that the number of various items carried in stock ranges from 35,000 to 50,000. These items are composed of materials for locomotives, cars, tracks, buildings, bridges, water works, electrical work, signals, telephones, telegraphs and other departments of railway activity.

For illustration, a locomotive is composed of approximately 5,200 parts and a freight car of about 500. As progress carries the railroads forward to meet the demands of the public, motive power and other standards are likewise improved, increasing the units of material to be carried on hand. From this it can be seen that a permanent record is the only way to keep the supply work organized.

Items Are Stored in Order

First of all, the material must be uniformly and neatly stored according to its peculiar nature and with regard to the effect that weather conditions will have upon it. Each item is stored separately, according to stock section and in the order in which it appears in the stockbooks. Expensive items and other items of delicate construction are housed, while larger units, such as rough lumber, castings, wheels, axles and tires, are usually stored on platforms or proper bearings.

Small items are placed in bins constructed to conform with the size and quantity carried. The material in these bins is stacked from left to right in rows, giving the storehouse a uniform appearance.

Lumber, for example, is placed on ramps, high enough from the ground to prevent deterioration, and stacked as wide and high as practicable, stripping it uniformly according to size and giving it the proper ventilation and slope for drainage.

This attention to detail insures accuracy and greater speed in taking monthly inventories.

Checks Are Made Regularly

A consistent check is made possible by the stockbook adopted by the American Railway Association (Division 6, Purchases and Stores) commonly used on railroads. This book covers one year and is so arranged as to show the amount on hand, due from previous requisitions, transfers to other stores, ordered, requisition number and receipts each month, separately.

The stockkeeper makes a check every thirty days at a set time. With the foregoing information, he is in a position to know the average consumption for thirty days or, for that matter, for any period. The material on line of road for renewals, additions and betterments and ordinary repairs to roadway maintenance is checked by a "line stock checker" according to districts and divisions, using a book similar to the stock record. This is done periodically or as often as necessary. Such stocks are not excessive, being governed entirely by the amount of work in progress, with the exception of emergency stocks representing material shipped out for current use.

When Extra Supplies Are Needed

In the event special work is anticipated, officers of the various departments are in a position to know the requirements far enough in

advance to allow a reasonable length of time for delivery of the material to carry on the work, thus avoiding delays and unnecessary expense. With this information and familiarity with average requirements of staples and with prompt deliveries of various commodities from the manufacturers, the problem of having the material on hand at the time needed can be satisfactorily arranged.

The definition of good stockkeeping is to carry on hand at all times a stock of material and supplies to meet adequately the demands of a railroad, preventing waste and deterioration and at the same time avoiding over-stocking. This surplus is equivalent to money invested which is not bringing a return on the investment.

By following the practices previously mentioned and conducting your relations with the various departments or consumers in a manner that will bring about the closest co-operation, you should find no difficulty in keeping the stock carried at a minimum.

Things We Should Or Should Not Do

Let everyone help to keep cars moving.

Why load a grain car when a rough freight car will do just as well?

Keep your premises clean; this will help.

Why use electric lights when they are not needed?

Do not stop saving fuel.

Get your articles in early for publication in the *Illinois Central Magazine*. They are needed and appreciated.

Do not run motor cars over road crossings to see how fast they can go. You might hit something.

Why run for a train and take a chance?

Keep refrigerator doors closed; when switching or moving cars, it is dangerous to leave doors open.

Don't throw matches in waste baskets. They may not be entirely extinguished.

Why try to beat a moving train across road crossings? You may slip and fall.

Have you examined your stoves and pipe to know they are O. K.?

Why not pile up material? It looks better and lasts longer.

If you want to smoke, go into the smoker; don't try to smoke on platforms and in cars not assigned for this purpose.

Read the *Illinois Central Magazine*. It will do you no harm but a lot of good.

COMMUNICATIONS

This magazine is not responsible for opinions printed under this heading. Initials or pen names will be permitted only when correct name and address of the writer are known to the editor.

The Humanitarian

To the Editor: The article which appeared in the November *Illinois Central Magazine* written by Judge Robert S. Lovett, in reference to the amounts due the United States by our European allies, was a masterful exposition of a code of ethics beyond the measure of universal conception. In his appeal Judge Lovett openly convicts as opposed to the tradition of "American generosity and big-heartedness" anything short of making the debt a trust fund to be applied in behalf of humanity.

His expression on the subject clearly defines the duty of the Congress, and charges that body with the obligation of searching deeply for the moral quality which shall identify to Europe for all time the legislative heart of America. He expresses no distrust in the ability of the present administration to act wisely under its present responsibilities, but with sober warning he suggests the results which would follow present errors.

Judge Lovett has done a great service. The brief but strong appeal for the quality of mercy should permeate traditional Americanism and its effect should be an awakening toward the obligation this rich and powerful nation owes to the remnant of economic and political Europe.—Joseph S. Terry, *Greenville, Miss.*

Back to the Bible

To the Editor: Actuated by a sincere desire to help solve our recurrent labor crises and to minimize the friction growing out of the adoption of a bonus system—for I hold its ultimate adoption certain—I venture to offer the following as a possible solution of this exceedingly difficult question. I believe the adoption of this program would increase labor efficiency, eliminate discontent, create a feeling of greater loyalty, and promote morality, which, in its reflex action, will again stimulate and revivify the ranks of industry.

I do not offer a new theory of industrial management nor, to any degree whatever, a radical departure from established custom.

Radicalism is ever contrary to the law of evolution and is a departure from common sense. I do offer, however, a scientific combination of age-old facts, based upon pure reason and clear logic.

Economic conditions are pressing insistently for a solution. Might, as a principle of industrial stimulation, has been weighed and found wanting. Might secures only temporary results; the reaction is always dangerous. It is a worn-out theory about ready to explode, and, truly, I fear the explosion. Industrial labor management needs today a principle of constructive effort based upon the permanent underlying facts governing human activity.

Men who have thought deeply upon the matter tell us that our workaday world is but a replica of the great spiritual universe and that the few simple laws of the spiritual universe are equally operative in our sphere. These laws are the great underlying principles of human endeavor. They are simple in operation and easily applied. Their very simplicity is misleading. In our vanity we frown with disdain upon the miracle of simplicity and look for complex relations, forgetting that complexity adds confusion only. Energy, applied in obedience to fundamental laws, brings permanent results. All leaders of great movements have declared that their success was due to moving with the current of some fundamental law. One of the few simple facts motivating human endeavor since the beginning of creation is the intuitive sense of religious service. This sense finds concrete expression in rules of right conduct. This right conduct, or relation of human beings the one to the other, can be given no other name than service. Service is the keynote of Christianity. It is this keynote that I propose to use as the basis of a theory of industrial management.

I would not commercialize religion, but I would elevate service to the dignity of the true religion. I would give service a new setting, a different perspective, by giving it a moral turn. At the same time I would utilize the innate faculty of religious sense in a practical manner. If this faculty is a deep underlying fact, the motive of a large part of human activity, why not study it scientifically, and use it in every-day life? What is the sense of permitting such a vast store of energy to go unheeded? Religious service should be made to mean industrial service. "Thou shalt love thy neighbor" was meant to be a rule of action in every-day conduct.

The average employe has learned to reverence the Bible as the highest expression of religious ideals. Even were the religious sense not innate, he could easily be reached in this direction. However, early religious training will aid in the development of a force of almost infinite capacity, once it is put into practical operation. By giving a practical interpretation to Scriptural texts I propose to reach the motor centers through lines of least resistance. By means of lectures, posters, stickers and other avenues which a resourceful man could devise, well-known passages can be turned to practical account.

A system of management operating in harmony with inbred religious beliefs will meet with little or no opposition from the workers.

The following are only a few examples. The number can be increased to an almost unlimited extent:

Service

"No man can serve two masters" (Matt. 6:24).

Interpretation—No man ought to belong to an organization that divides his allegiance.

Remuneration

"The laborer is worthy of his hire" (Luke 10:7).

Interpretation—Each man will be paid according to what he is worth. The bonus system affords the fairest means of remuneration.

"Whatsoever a man soweth that shall he also reap" (Gal. 6:7).

Interpretation—Good work and loyal service will be paid for in proportion to effort.

Promotion

"To him that overcometh I will give power" (Rev. 2:26).

Interpretation—Promotion comes to efficient individual effort.

"Work out your own salvation" (Phil. 2:12).

Interpretation—Individual effort plainly stated.

"He that overcometh shalt eat of the tree of life" (Rev. 2:27).

Interpretation—Individual effort, not collective bargaining, will be rewarded.

"Not every one that sayeth Lord, Lord, shall enter" (Matt. 7:21).

Interpretation—Only those that serve shall receive a full pay envelope.

Such a plan will necessitate the formation of a new department, that of industrial relations. This department may be made to assume original shape, but the plan adopted by the Pennsylvania System has many good points, and, since we are offering somewhat of an innovation, had, perhaps, better be adopted; too many new ideas may be looked upon with disfavor. I would especially recommend the Pennsylvania's plan, or a form of it modified to include the idea of service as above outlined, because it contains the idea of representation so essential to our main purpose of individual development. It should at least be

elastic enough to meet the exigencies of the situation.

Apropos the matter of individual development, the following drama recently came under my observation:

A young man employed by a large industrial concern was promoted to a subordinate position of which he was very proud. He set about thoroughly to acquaint himself with his new position and, if possible, to make his services more valuable to his employer. It was not long until he found his movements blocked. Being gifted with an acute mind, he was able to detect a subtle, yet powerful, opposition. He was being suppressed by blind and unreasoning envy. Finding his path so effectively blocked, he eased up on his efforts, in order to avert an open break, and, to prevent stagnation, he took up the art of painting in his spare hours. He soon gave promise of superior talent and decided to devote all his energy to his new work. Eventually his organization will lose a man who, but for the policy of supression practiced, might have become a master of industry. A merit system applicable to officials would have prevented this diversion of energy.

I admit these suggestions may appear visionary, but a great man, the leader of a nation, once said: "Without a vision the people perish." I am supplying that vision. I am supplying the true incentive to sustained effort and at the same time providing the means of individual development. Tracing individual efforts to the pay envelope will provide elementary lessons in reasoning. When a man begins to think, his true worth begins; no longer does he need a taskmaster; he is now looking for an opportunity for greater service. With science aiding industry, we shall move, barring incidental disturbances, to the goal of true success. The principles advanced will, if adopted, prove to be revivifying; if rejected, our future labor policies will be bound up in subdued opposition and smoldering hatred.—E. H. PETERS, *Paducah, Ky.*

New Plan Is Used in Filing Embargoes

After careful study of the various methods of compiling embargoes for the guidance of those receiving freight from shippers and connections, J. F. Porterfield, general superintendent of transportation, decided to improve our system by issuing a separate page for each railroad, filed alphabetically in a durable loose-leaf binder. During the first week in November there was forwarded to each superintendent, each agent and each other person concerned one of these binders containing a complete set of embargoes then in effect. Each set consisted of one hundred and forty pages.

Each carrier has been assigned a number. Whenever a change is made in any embargo, a revised page is issued, and it is the duty of all concerned to place that page in proper order in the binder and remove the canceled or superseded page.

While it involved considerable expense to start this plan and will mean a great amount of work for the freight transportation department to issue separate pages for each carrier, the change will eliminate the necessity of cutting up sheets and pasting the effective embargo over the canceled or superseded embargo by agents, yard forces and others.

Frequently in the past, when restrictions were in effect, shipments were unknowingly accepted from shippers and connecting lines in violation of embargoes, resulting in delayed freight and unnecessary car hire expense.

It is the hope of the management that, with this system in effect, the acceptance of freight in violation of embargoes will be eliminated, thereby avoiding extra switching, per diem expense, etc., and, most of all, dissatisfaction to patrons on account of delayed freight.

From the favorable comments received from many of our agents, it is evident that the new plan is an improvement.

ABOUT WATCHES

The rim of the balance wheel in your watch travels about ten miles a day, and some 2,400 operations were required to make it. Also your watch has about 175 separate pieces, and some of the screws are so small that you wouldn't know they were there until the repair man charged you for putting one in. An ordinary thimble will hold about 50,000 of these screws, and the hair springs are so fine that they sell them at a rate of $84,000 a pound.

Average of 187 Leads One Bowling League

First Round of 63rd Street Organization Ends—Notes of the General Offices' Competition

The 63rd Street General Office Bowling League at Chicago completed its first round November 16 with the Seminole Limited (Heimsath) and New Orleans Special (Hengels) tied for first place, each having won sixteen and lost five games.

This league was organized in 1920 with six teams. The previous season ended April 15, 1921. The pennant was won by the team of the Auditor of Passenger Receipts in the last two weeks of the season.

This year the response to the call for bowlers was so great that the league could have organized twelve teams, but because of limited alley space only eight teams could be accommodated. The following officers were selected: President, Frank Pierce; secretary, Lee Calloway; treasurer, Lou Heimsath. Rules were adopted, and the league started on its way October 5, 1921.

The Seminole Limited, New Orleans Special, Diamond Special and Panama Limited, led by Lou Heimsath, Tom Hengels, Tom McKenna and Lee Calloway, respectively, began to assert their class, and at present only two games separate the first and fourth place teams.

The Daylight Special, led by Goodell, is coming along strongly, and by the time the next round is completed may be up with the leaders. In the last two weeks they have taken the odd games from both the Diamond Special and the Panama Limited.

The New Orleans Limited and the Freeport Peddler are tied for sixth place, with the Gilman Local trailing. The standing of the teams November 16, with a list of the twenty high bowlers, is given below:

	Won	*Lost*	*Pct.*	*Average*	*High Game*	*High Series*
Seminole Ltd.	16	5	761	858	966	2,610
New Orleans Special	16	5	761	855	936	2,673
Diamond Special	14	7	667	825	947	2,721
Panama Ltd.	14	7	667	806	926	2,640
Daylight Special	11	10	524	810	955	2,508
New Orleans Ltd.	6	15	285	745	837	2,379
Freeport Peddler	6	15	285	736	826	2,311
Gilman Local	1	20	047	660	763	2,187

	Games	*Total Pins*	*Average*	*High Game*	*High Series*
1. Hengels	15	2,818	187	224	607
2. Beusse	18	3,321	184	245	608
3. Pierce	21	3,867	184	237	594
4. Calloway	21	3,797	180	213	602
5. Does	21	3,758	178	237	562
6. Hanes	21	3,738	178	246	584
7. Heimsath	21	3,720	177	223	601
8. Olson	15	2,624	174	244	584
9. Smith	21	3,661	174	221	550
10. Rowe	21	3,635	173	211	608
11. Hulsberg	21	3,621	172	215	564
12. Tersip	21	3,596	171	201	547
13. Lind	21	3,564	169	214	563
14. Merriman	18	3,043	169	202	531
15. Kempes	21	3,506	166	219	573
16. A. Giesecke	21	3,504	166	202	543
17. McKenna	21	3,484	166	206	570
18. Breidenstein	18	2,994	166	209	555
19. Jacobs	21	3,480	165	208	574
20. Goodell	21	3,465	165	224	578

WITH THE BOWLERS

By WALTER E. DuBOIS

Bernback, with an average of 190, is keeping the Engineer, Maintenance of Way, team in first place in the 12th Street General Office Bowling League at Chicago. Rolff, with an average of 168, is the only other bowler on that team above 160. Bernback's 269 is high game for the league so far, and his 631 is also high for high series. The boys complain that alleys 1 and 2 art hard to play on, but Bernback got eight straight strikes on those two alleys.

The Land and Tax Department has the best balanced team in the league, four of the players being over the 160 mark, led by Captain Enright, with an average of 179. Riley is right behind him, with an average of 173. Titley's 161 is good for one more pin than Brown has. If that team does not finish in first place, the team that does will know it has been in a real battle.

The Auditor of Miscellaneous Accounts' team has no stars like those of the two leaders, but Krubeck and Carney, with 163 and 161, are closely followed by the rest of the team, and that keeps the team in third place.

Cote, of Mr. Blauvelt's office, is always able to average around 170, with Collier ten pins below. They are keeping their teams on a par with the Auditor of Miscellaneous Accounts' team, and the great rivalry between the two teams keeps the interest at fever heat.

Captain Knodell of the General Superintendent of Transportation's team is the class of that team, with an average of 177, and if he could corner another bowler who could average 160, his team would be higher in the race than it is. It takes more than one man to keep a team at the top.

The Auditor of Disbursements' team, in sixth place, is led by Hurlbut, with an average of 165. That office has ten would-be bowlers, and next year the team will be in the thick of the battle. It takes more than one season to develop a 160 bowler.

The Chicago Terminal Improvement team, led by Captain Block, with an average of 173, is only one game behind the team from the Auditor of Disbursements.

The General Freight team has been slipping for some time and will have to brace up. The team has good bowlers in Rozene and Koch, with averages of 169 and 166, but the regular team does not always show up, and that results in loss of games.

Captain Stone, with an average of 168, is doing his best to make a winner out of the B. & B. team. If he can dig up another good bowler, look out for that team.

Ullrich and Ryan are doing the best work for the General Manager's team. Ryan has been about 160 since the season opened, but slipped badly the night they met the Officers. Captain Ullrich, one of the best liked bowlers, has a smile in spite of the fact his team usually gets trimmed.

The Purchasing Department team lost twelve straight games before tasting the sweets of victory. Larsen, with an average of 171, does the heavy work for that office. Grace, of the Chief Special Agent's office, is now playing with the Purchasing Department, and as a result there has been a big improvement in the team's bowling.

We now come to the team in last place, the Officers. We all like a winner; as Manager McComb has had anything but a winner, he has a hard job each week scraping a team together. There are some good bowlers among the officials, but they are out of town a great deal, and the work falls on the genial McComb. His team lost eighteen straight games, then had a little pep shot into it in the form of rooting and trimmed the General Manager's team two out of three. Now Mac goes around with the "smile that won't come off."

We bowl Friday nights at 6320 Dorchester avenue. Come out and root for your team. Reserved seats for the women.

State Capitol, Baton Rouge, La.

Our Bouquets Outnumber the Brickbats

How Employes Gave Constructive Criticisms and Suggestions for the Illinois Central Magazine

IN an effort to determine in what respect the *Illinois Central Magazine* is appealing to its readers we have recently sent a questionnaire to representative employes of the Illinois Central System—a selected group on each operating division—asking their opinions and suggestions on the contents, distribution, size and make-up of the magazine. The returns have been coming in for several weeks, and the magazine staff now feels it has a good idea of the opinions of its average reader.

The diversity of the views expressed on some of the questions warns us that our decisions will not be received alike by those who have been so kind as to lend us their counsel. For example, several of those who have replied thus far to the questionnaire have urged us to go in more for fiction, and about the same number have told us that fiction is the least desirable feature we have in the magazine! If we open the windows for one group it is plain we shall have to ignore, seemingly, the request for closed windows from the other.

What the Questions Were

Here is the set of questions we have asked:

1. Do you read the Illinois Central Magazine regularly? Why?
2. What do you consider the best feature of the magazine—the one which you would like most to have us continue?
3. What do you consider the weakest feature of the magazine—the one which you would rather have us discontinue?
4. Is the magazine being distributed effectively among employes in your vicinity? Have you any suggestions?
5. Does your magazine go into your home? Do the womenfolks read it?
6. We have tried to have a page of humor occasionally. Do you like the idea? What would you think of a "column" of humor, like some daily newspapers have? Would you contribute to it?
7. We believe stories of human interest about employes are good. Do you like them? Can you give us "tips" on such stories, or on stories along some other lines?
8. What national advertiser would you like to see using the magazine? Why? Do you read the advertisements?
9. Do you like the present size of the magazine? Have you any suggestions?
10. Please give us any other criticism or suggestions about how you think the magazine could be made more appealing to employes.

In considering the replies we have received it must be borne in mind that the questionnaire was sent to a truly representative list of employes—section laborers, shop workers, clerks, stenographers, operators, agents, switchmen, foremen, enginemen, trainmen, and the like.

Nearly All Read Magazine

Nearly all have written us that they read the magazine every month, and the few who do not read it regularly declared that has been due to their failure to receive it regularly. The readers welcome it, they said, because it deals directly with the work in which they are employed, because it represents the Illinois Central System, because they find it instructive, or entertaining, or inspiring, or because it promotes the family spirit which binds them to the officers and employes in other locations.

The greatest diversity of views was expressed in reply to the second and third questions. The most popular feature of the magazine, it appears, has been the stories of practical interest, those from officers and employes in which everyday problems are discussed. The greatest number voted outright for practical stories. Next in favor came the stories of early day railroading and the division news. Of those voting for the reminiscences, some mentioned the stories of division veterans, and of those voting for division news some made it a general statement, applying to the news of various localities generally, and not necessarily the section devoted to division notes. Among the other features mentioned favorably in the replies at hand are: Editorial, accident and injury prevention, public opinion, biographies of our officers, stage and screen, good photographs, human interest stories, general railway stories, stories of modern appliances, and claims department.

Some Things Not So Popular

The foregoing paragraph mentions the stage and screen department, recently discontinued. The reason we discontinued it is that a considerable percentage of those who replied to the questionnaire expressed disapproval of it. We thought best to leave it out for a while and see whether any complaints were registered. None have been.

Next in line in the features disapproved of is the use of "too personal" items in the division news. We are urging our division reporters to discontinue reports of week-end visits and trivial items, and the editorial blue-pencil has been sharpened. We have mentioned already that fiction received some unfavorable votes. Stories playing up various towns received unfavorable mention. An employe on a certain division described the news of his division as the weakest feature of the magazine; we have sent him the name of the correspondent for that division.

Nearly all declared the magazine is being distributed effectively in their territories; some wrote that it is not. We are having our distribution lists thoroughly revised, in the hope of securing effective distribution. Complaints on that source should be taken up through the organization—in division organization through the superintendent and in departmental organization through the department head. We want the magazine to reach those employes who will read and appreciate it.

Something for the Women

All those who receive the magazine wrote that it goes into their homes and, with a single exception, they declared that the womenfolks read it. Many were kind enough to say that the women find it extremely interesting, and some especially mentioned the home division, a recently acquired feature of the magazine. The home division is original stuff, and the editorial staff is extremely proud of the way it is being handled by a most capable young woman who belongs to the Illinois Central System family. If any of the women have sugestions about the home division, its director would like to hear from them. Address her as follows: Home Division, care of The Editor, Illinois Central Magazine, Room 817, Central Station, Chicago. It is interesting to know that correspondents declared that the magazine is not only read in their own homes but is passed on to the neighbors, who are interested in it.

The page of humor received the votes of all but a few, and we accordingly instituted it, beginning in the October number. We call it "I See." A number have pledged to contribute to it. Contributions are solicited from all officers and employes.

The human interest stories received a very small negative vote. Some of our correspondents gave us actual tips, and most of the others promised to do so later. It is hoped the promises are not forgotten. We mean by human interest a story that is built not so much upon its news or educational value as upon the human interest that it carries.

A Real Human Interest Story

As one of the best recent examples of human interest stories, we cite that of Isaiah Smith, a negro pumper on the Memphis division, who wrote his daily reports to Joe Concklin at Memphis on a typewriter. It was published last month. We thought it was a corking good story; it not only carried human interest; but it illustrated effectively the point of how far-reaching our coal conservation campaign really was.

Most liked the present size of the magazine, but a few voted for a larger type page.

A wealth of good suggestions were made in reply to the tenth question. We appreciate them all. Some counseled going in for more fiction, and especially continued stories. Others urged us to bend our efforts to working up division news. Still others wanted us to establish departments of particular interest to the sort of work in which they are engaged, mechanical subjects for mechanics, operating subjects for employes of the operating department, and the like. Others suggested that we urge every employe to give his magazine to some one else when he has finished reading it. A few voted for more contributions from employes.

Some Suggestions Offered

The following suggestions are some of those which received votes: A department giving information and suggestions on investments, more pictures, more cartoons, the commendation of meritorious service, a department for sports and athletics, all decisions of the Railroad Labor Board in full, thrift stories, more biographies, human interest stories, a department for amateur verse, and the printing of page numbers on the cover when we refer to various articles.

It would be impossible to give space to all the suggestions made. As typical of the many constructive ones received, the following reply from our tenth question from a point in Mississippi is quoted:

Make the magazine interesting to office men and women. Keep silly twaddle of no interest

to anyone except the person who writes it out of division news.

Don't let any miserable doggerel creep into the division news or any other department.

Credit to those to whom credit is due, but fulsome praise, never.

Set a high standard, and maintain it, and then the magazine, like the railroad, will compare favorably with any.

It may be of interest to know that we have succeeded in signing up that correspondent as the principal division reporter for the division on which he is employed. The notes which he submitted for the November magazine indicate that we are going to get good stuff from him.

This offers an opportunity for us to invite the fullest co-operation from all officers and employes and members of their families, especially in giving suggestions and submitting photographs and material.

One Mail Truck in Use a Few Years Back

Three Guesses at the Steed's Identity

Here we have Charley Dupuy, one of the fixtures at the Baton Rouge, La., station, and the type of mail cart with which for twenty-one long years he hauled the United States mail between the postoffice and the station. In all those years he missed connections less than half a dozen times.

Charley, who is something of an authority among the other negroes who work around the station, is 62 years old and has spent thirty-five years in service connected with the L., N. O. & T. and Y. & M. V. He says he never laid off in twenty-seven years.

He began service as a freight handler January 22, 1886, two years after the L., N. O. & T. started operations. In 1897 he began handling the mail. He says he first got from a brickyard a dray just like the one in the picture, and when he climbed on it and talked to his mule he felt monarch of all he surveyed. He antedated the idea of present-day motorists by carrying spare parts—an extra wheel and extra shafts. As the cart fell to pieces under its long usage, he says, he patched it up, until at the time he quit carrying the mail, about three years ago, it was an entirely new vehicle.

At present he is janitor at the station. He is full of reminiscences of the early days of the Y. & M. V. at Baton Rouge, when the tracks ran back of the present freight house and there were only two men required in the office—an agent and a bill collector—as the population of Baton Rouge was less than half what it is now and the freight business was only a small percentage of its present proportions.

Traffic Department

New Coaling Facilities at New Orleans

By B. J. ROWE,
Coal Traffic Manager

LACK of adequate facilities at New Orleans for the expeditious and economical handling of coal from cars directly to the holds of ocean-going vessels has long been felt. It is recognized as one of the reasons why a greater export coal business has not been handled through that port.

Could Not Handle Cargo Coal

Although cargo coal has been neglected, ample facilities exist for the handling of bunker coal from cars to barges, from which it is transferred to ships' bunkers while the vessels are lying alongside the wharf, taking on or discharging cargo.

These facilities consist of coal tipples, installed and operated mainly by the railroads engaged in hauling the coal from the mines, although there are some privately owned facilities. However, the location of these tipples is such that they are not adapted to the handling of cargo coal, except in a very limited way.

To meet this need and to build up New Orleans as a port of export for coal to foreign countries as well as for the coastwise trade in coal by water, Louisiana, through its Board of Commissioners, Port of New Orleans (Dock Board), has built a complete up-to-date public coal handling plant.

This plant, which is at the up-stream end of the river frontage, was completed and put in operation about two months ago. Some idea of its magnitude may be got from the fact that it cost well over a million dollars to install and equip.

Five Purposes of New Plant

The purpose of this plant is fivefold:

First, the unloading of coal and coke from railway cars into storage piles;

Second, the unloading of coal and coke from railway cars and loading into vessels;

Third, the reclaiming of coal and coke from storage piles and loading into vessels;

Fourth, the unloading of coal and coke from barges and delivery into steamers, other vessels or storage piles;

Fifth, the loading of coal and coke from storage piles into railway cars.

The plant has a storage capacity of 25,000 tons, with provision for keeping separate each kind of coal as well as coals of different ownership. Here coal may be held awaiting the accumulation of a cargo or arrival of a vessel and may then be quickly picked up and transferred to the ship's hold.

The 750 feet of wharf at the plant can take care of three ships at a time, with a maximum loading capacity of about 800 tons an hour.

Equipment Now Put in Use

The plant is equipped with a hopper house, three loading towers and one unloading tower. Two of the three loading towers travel along a track so they can discharge directly into the hatches. The unloading tower is a steam-operated traveling hoist with a projecting boom carrying a trolley and grab bucket. Seven thousand one hundred and twenty lineal feet of 36-inch belting are required to operate the thirteen distinct conveyors included in the layout.

The plant is served by the Illinois Central Railroad and the New Orleans Public Belt Railroad.

In furtherance of the plans for handling export and bunker coal through the port of New Orleans, the railroads have published, effective December 16, separate rates to apply on that traffic and will, effective at the same time, discontinue the absorption of the tipple charge, thus separating the terminal charges from the transportation charge.

New Rates Are Announced

The new rates to New Orleans from the three major coal fields are as follows: Alabama, $2.25 per ton of 2,000 pounds; Kentucky, $2.57; Illinois, $2.75.

These rates will apply on coal for export

or for bunkerage purposes or movement by vessel to points in Texas and Florida accessible by water.

The exports of coal through all ports for the first nine months of 1921 were 17,473,625 tons. Although this figure is a decrease of 6,000,000 tons as compared with the export during the corresponding period last year, it is nevertheless 4,000,000 tons above the bituminous export for the same period of 1913.

These new facilities, second to none on the Gulf, should make possible the handling of a greater portion of this export tonnage through New Orleans.

Passenger Department Loses H. J. Phelps

H. J. Phelps, general passenger agent for the Northern and Western lines of the Illinois Central, died at 1:35 p. m., Sunday, November 20, at the Illinois Central Hospital in Chicago. Meningitis was the cause of his death.

Mr. Phelps had been ill only four weeks. He was forced to leave his office in Central Station on account of the development of a carbuncle. After two weeks in his home, his condition became so critical that he was taken to the hospital.

Mr. Phelps had given faithful and untiring service to the Illinois Central System for more than thirty-nine years. September 3 was his sixtieth birthday. He was born at Elmira, N. Y., and was educated there in the public schools and the Elmira Academy. He began his railway career as a telegraph operator for the Illinois Central in 1882. He received his first promotion in 1887, when he was made station agent at Onawa, Iowa.

H. J. Phelps

Efficient work won for him the successive promotions to ticket agent at Sioux Falls, S. D., and freight and passenger agent at Baton Rouge, La. In November, 1894, he was promoted to city passenger agent at Chicago, and was later made the city passenger and ticket agent. His next promotion was in August, 1905, when he was made division passenger agent at Dubuque, Iowa. He continued in this position until he was made general passenger agent in March, 1911.

Mr. Phelps was a member of the Chicago Athletic Club and the Modern Woodmen of America. His wife and three sons, Robert, Guy and Harry, survive. A sister, Miss Corra Phelps of Buffalo, N. Y., is the only other near relative surviving.

The funeral service was conducted at 2 p. m., Tuesday, November 22, at the chapel in Oakwoods cemetery. The casket was placed in a vault.

WHERE MAN EXCELS

Of all the animals that roam the earth, man is the only one who has no natural weapons. He has no great teeth or claws for defense. His strength is slight. He has no way of discovering food or of avoiding danger by his sense of smell. He cannot climb quickly, nor has he any protective coloring. Had it not been for his superior mind he would have perished from the earth long ages past, and you would not be here today. It was man's intellect that led him to make artificial weapons, and his social instinct made him form tribes to give and receive protection from wild beasts.

Heavier Loading a Car-Shortage Solution

It Is Service to the Public as Well as a Means of Reducing Transportation Expense for Us

By R. B. GOE,

Supervisor, Weighing and Inspection

TRAFFIC is increasing with the upward trend of business, and the importance of our campaign for the heavier loading of freight is being driven home as the number of surplus freight cars shrinks steadily. Heavier loading of freight is advisable at all times, for it cuts down the number of gross ton miles which must be produced in the freight service to carry each ton of revenue-producing freight, and consequently cuts down transportation expense, but when the danger of a car shortage looms the situation has a double aspect. In addition to the obligation which we have for the economical production of transportation service, an increased public demand for cars forces upon us the duty of doing the utmost within our power to meet that demand. There is every indication that we will be facing that duty in the near future. We must prepare for it.

As an indication of what can be accomplished by the man on the ground in this effort for heavier loading of freight, attention is directed to the following letter written by Agent T. A. Landrum of Hollandale, Miss., to Superintendent T. L. Dubbs:

"I wrote you a few days ago about seven cars of cottonseed meal moving from Hollandale to Jacksonville, Fla., 15 tons to the car. I went to see the Hollandale Cotton Oil Mill people and asked them about wiring to the people that they sold these products to, to see if we could get them to allow us to load heavier cars, and they readily told me to wire them anything that I wanted. I sent them the following:

"'A. W. Treadwell & Co. Owing to car shortage can't you instruct loading 30 tons to car to Jacksonville instead of 15 tons as originally ordered. (Signed) Hollandale Cotton Oil Mill.'

"This morning I got this reply:

"'Hollandale Cotton Oil Mill, Hollandale, Miss. Your wire, Load one car 30 tons to Jacksonville. Will advise later on balance. (Signed) A. P. Treadwell & Co.'

"Now if I do not gain any more than this, I feel that the effort put forth has been well rewarded, for, instead of handling this car to Jacksonville for $90, we are handling it with a revenue of $180.

"This one car went forward today with the 60,000 pounds, and I hope to be able to get the other handled the same way."

This agent's action practically doubled the tonnage and earnings of one car.

Failure to load 26,859 cars in September as heavily as the division-commodity averages of August resulted in an increased transportation expense of approximately $11,600. During September, however, 5,073 cars were loaded more heavily than the division-commodity averages of August, resulting in a decreased transportation expense on those commodities and divisions of approximately $8,200.

Estimates of the results in gross ton miles

R. B. Goe

and transportation expense of heavier or lighter loading of cars are made regularly in our office from figures on the actual weights of cars loaded, by commodities and divisions. Close attention should be given these figures by division officers, and every effort should be made to increase average car-loadings.

The table which follows shows the estimated increase in transportation expense produced by a falling off in the average carload of certain commodities loaded by divisions in September compared with August, and the estimated decrease in transportation expense produced by a gain in the average carload of certain commodities, by divisions. The computation is compiled from the agent's reports of car capacity utilized, form No. 30, and is based upon the average load of certain cars of each commodity loaded, by divisions, in September and August. The column headed "number of cars" shows the number of cars of the commodity loaded in September whose weights are used in computing the estimates.

Divisions and Commodities.	No. of Cars.	Inc. Trans. Exp.	Dec. Trans. Exp.
Chicago Terminal			
Iron and Steel	23		$ 50.40
Fruit and Vegetables	10		103.60
Illinois			
Corn	548	$ 282.80	
Oats	180		243.60
St. Louis			
Wheat	23	39.20	
Grain Products	51	47.60	
Coal	16,027	5,471.20	
Fruit and Vegetables	13	106.40	
Springfield			
Wheat	47	$ 61.60	
Brick	30	64.40	
Corn	607		$ 78.40
Oats	68		193.20
Indiana			
Wheat	121	47.60	
Grain Products	30	123.20	
Hay and Straw	47	33.60	
Coal	578	165.20	
Sand, Gravel, Stone and Spar	223	140.00	
Oats	27		28.00
Brick	104		126.00
Wisconsin			
Coal	265	128.80	
Sand, Gravel, Stone and Spar	549	702.80	
Oats	37		30.80
Minnesota			
Feed	61	81.20	
Sand, Gravel, Stone and Spar	35	56.00	
Oats	54		145.60
Grain Products	103		47.60
Iowa			
Sand, Gravel, Stone and Spar	104	190.40	
Corn	890		470.40
Wheat	34		64.40
Oats	263		403.20
Grain Products	126		271.60
Kentucky			
Coal	5,051	1,125.60	
Sand, Gravel, Stone and Spar	574	708.40	
Hay and Straw	36		33.60
Brick	51		72.80
Lumber	30		81.20
Tennessee			
Lumber and Forest Products	532	282.80	
Iron and Steel	42	176.40	
Compressed Cotton	83		383.60
Sand, Gravel, Stone and Spar	55		75.60
Iron and Steel Pipe	52		142.80
Mississippi			
Cottonseed Meal and Cake	23	145.60	
Coal	103	47.60	
Hay and Straw	16		50.40
Lumber and Forest Products	500		2,139.20
Brick	21		126.00

Things to Talk About

During the twelve months ending August 31, 1921, the railroads of the country earned less than one-half the net income which the Transportation Act of 1920 established as a fair and reasonable return on their valuation. The net railway operating income for the year was $530,655,927, or 2.9 per cent. It lacked $571,342,073 of constituting the 6 per cent return contemplated by the Transportation Act. The year ending August 31 is significant because it was the first full year following governmental control during which the railroads were operated on their own financial responsibilities. It also was the first full year of operation under the present general level of freight and passenger rates, established in August, 1920.

Despite a much greater wage bill, caused by burdensome working rules and by increased rates of pay, the railroads succeeded in reducing operating expenses $218,876,981 as compared with the year ending August 31, 1920. Expenditures for maintenance of way and structures were reduced 12.3 per cent and for maintenance of equipment 7.1 per cent. As a greater wage scale was in effect, the amount of maintenance work which had to be postponed because of a lack of money is even greater than indicated in the figures of decreased expenditures. This deferred work will have to be performed in addition to the normal maintenance requirements of the coming months.

Divisions and Commodities.	No. of Cars.	Inc. Trans. Exp.	Dec. Trans. Exp.
Louisiana			
Lumber and Forest Products	378	$ 196.00	
Feed	29		$ 36.40
Compressed Cotton	198		512.40
Cottonseed Meal and Cake	96		364.00
New Orleans Terminal			
Sugar	207	607.60	
Packing House Products	61	50.40	
Memphis Terminal (Y. & M. V.)			
Oats	24	30.80	
Lumber and Forest Products	446	235.20	
Grain Products	28		28.00
Feed	198		193.20
Sand, Gravel, Stone and Spar	26		53.20
Memphis Division (Y. & M. V.)			
Compressed Cotton	306		$ 162.40
Cottonseed Meal and Cake	130		571.20
Lumber and Forest Products	380		193.20
Vicksburg (Y. & M. V.)			
Compressed Cotton	88		44.80
Cottonseed Meal and Cake	68		333.20
Sand, Gravel, Stone and Spar	67		44.80
Brick	14		78.40
New Orleans (Y. & M. V.)			
Lumber and Forest Products	666	$ 221.20	
Sugar	121		196.00
Total		$11,569.60	$8,173.20

Good Roads in Washington County, Miss.

By JOSEPH S. TERRY,
Train Dispatcher, Greenville, Miss.

No factor entered more largely into the economic, political and military success of the Roman Empire than good roads. With amazing swiftness the Cæsars dispatched their legions from coast to coast and maneuvered with such superior strategy within the empire that the enemy wore itself out in repeated attempts at conquest. Not until time and decay had yielded up the glory of this great people to the quest of a milder science of government and Christian philosophy had broken the cordon of tyranny did the political life and military machine of Rome collapse.

America must have good roads. Many communities are now completing road-building programs. The economic demands of the people are being answered. Progress is too rapid for any community to be segregated commercially by a lack of adequate inland transportation facilities. The interests of progressive communities demand expansion; this expansion bids commercial relationship with the nation, and national economic welfare cannot be attained to its fullest degree without the firm support of community organization everywhere.

Since June 1, 1916, eighty-eight miles of concrete public roads have been constructed in Washington County, Mississippi, of which Greeneville is the county seat. Fifty additional miles are now being constructed with the aid of federal funds. When the entire contract has been executed approximately 160 miles of concrete public roads will have been constructed, making Washington County one of the best developed communities in the South with respect to its public highways.

Joseph S. Terry

The highways already completed extend from Lamont to Glen Allen, about fifty miles, adjacent to the Yazoo & Mississippi Valley main track; Greenville to Leland, along the track, fourteen miles; Winterville to Nominee, about six miles, into the interior; Leland to Trail Lake, along the track,

fifteen miles; and Arcola to Trail, three miles, into the interior. The fifty miles now under way will extend from Choctaw to Percy, along the main track, and will be completed within another year. The work is being performed by contract labor at a cost of $2.50 a square yard. The road from Choctaw to Percy will be eighteen feet in width. The others are ten feet wide.

The prime object of the railroads is to serve the public. Farmers, timber interests and all other producers of commodities must be afforded good public highways in order that rail transportation lines may not suffer loss of revenue from unnecessary delays to the equipment which is placed to serve their interests. Our good roads are eliminating this phase of loss to the railroads. On the other hand, good roads are relieving the railroads to some extent of excessive haulage at insufficient revenue. This feature is acceptable, because no business can obtain the full discharge of its obligations if it is hampered by congestion.

Neighboring counties comprising the Delta section of Mississippi are doing as much toward constructing good roads. With these physical improvements at the command of public interests, and the Yazoo & Mississippi Valley Railroad furnishing ample steam transportation to move the products of the entire section, the potential growth of Washington County and the Delta is assured.

Ends 48 Years of Service With Company

Fred Altenbern

Pensioned after forty-eight years of almost continuous service with the Illinois Central Railroad Company, Fred Altenbern, 225 West Clark street, has retired from active railway work to enjoy the fruits of his labor, said the Freeport (Ill.) *Journal Standard* recently.

Railroading fifty years ago wasn't what it is today, by any means, and the young man who took up that work had to be fortified with exceptional physical strength and great courage. The day of the air brake had not yet arrived, and brakemen were obliged to run along the tops of the cars, setting the brakes by hand, most of them using a small hickory stick to assist them in turning the wheel.

It was this work that Mr. Altenbern, a young physical giant, undertook forty-eight years ago. He was then a resident of Lena, having moved to that town when a boy from Freeport, his birthplace.

Mr. Altenbern was promoted eventually to conductor, and he had charge of the first train on the Dodgeville line of the Illinois Central. Later he took charge of a train on the main line, between Chicago and Dubuque. For the past twenty years, however, Mr. Altenbern has been in the yard service in Freeport.

In every department of the service Mr. Altenbern proved himself a man of exceptional worth, and his retirement on pension comes as a reward of work well done. Mr. Altenbern and his wife will continue to make their home in Freeport.

December—A Time to End Accidents

An Adventure in Realism

By HORACE

Short Story—Complete in This Issue

MY friend Spink takes a great interest in my struggling endeavors to set the world afire as a writer of realistic fiction. He is a confirmed reader of books, periodicals, pamphlets, magazines, newspapers. He will read anything once, I suspect. It is an actual fact that he has been known to read the speeches of congressmen which occasionally come to him through the mails in printed form, and anyone who does that is—. But what I meant to say was that my friend Spink deems himself rather well read. And he advises me about how to write. Caustically, at times.

"You alleged writers of so-called literature," he says, "ought to get your feet on the ground for a change. You go blatting off on the trail of the weird, the fantastic, the ridiculous, the impossible—or, at most, the risque—instead of writing simply and logically of real life. You'd do well to follow newspaper methods in your fiction writing. Tell of the every-day doings of every-day people. Get your plots from life as it eddies and swirls in its ever-changing tide around you. Write of real flesh and blood folks instead of your erratic, preposterous, impossible puppets. Such characters aren't real. What you want to do is—."

"All right," I told him. "I'll follow your advice."

So I retired—that is, I ascended—to my Attic Workshop and, after having gone into the silence, chewed off the ends of sundry stub pencils and invoked the gods who look after the problems of creative composition, I chiseled this story out of the living ivory. And having done it—neatly on one side of the paper, folded flat, never rolled—I hastened to my friend and slammed it down before him.

"There, now," I snarled at him. "Read that!"

He did so. Then he rose and shook my limp hand.

"Great!" he boomed. "You've pulled it off at last. This tale is drawn with swift, bold strokes of true artistry. You have delineated the very beating heart of Life itself. Of every-day Life, which, after all's said and done, is the only really realistic realism—."

I did not wait to hear more. Clutching the manuscript in my trembling hands I thrust it into a large envelope—together with a stamped, self-addressed, return envelope, if found unsuited to the editor's present needs, but no lack of merit implied—and ran excitedly to the nearest mail-box. . . . . .

And now comes Austin Aloysius Highfill, a married man and a keeper of books for the Moving Van and Storage Company.

The Highfills lived rather a monochromatic existence. After ten years or so, Austin A. had habited himself to a set, daily routine. He rose at 7, lighted the gas burner under the coffee pot, and fed the cat while his wife dressed. They breakfasted. He then walked five blocks to his work, arriving there at 8. During the succeeding nine hours he busied himself at his high desk, except the hour between 12 o'clock, noon, and 1, post meridian,

Austin A., fed, phlegmatic, sat in his favorite chair . . . and proceeded to peruse the evening paper. Mrs. Highfill, in loose wrapper and rocking chair, was—well, darning hose . . . . Mrs. Highfill was a fluent and willing conversationalist.

when he lunched at the family flat. At 5 o'clock he put away his ledgers, big and little, locked the fireproof vault, and walked home. Two nights a month, after the first, he labored a few hours overtime on statements and trial balance.

On Sundays he lingered at home. Two bulky newspapers filled the morning. In the afternoon, in summer, the couple went for a trolley ride to the park. In winter they occasionally attended services at the nearest church. Mrs. Highfill read books obtained from the free public library and kept the flat in indifferent order. One afternoon a week she went to a card club. Two separate, red-letter days she brought home a hand-painted pie plate as a trophy of her prowess with the pasteboards. The Highfills possessed neither children nor dogs. These weren't allowed in the flat-building.

Austin A. was an unimaginative man, stolid and slow of wit. He was a failure at even desultory conversation He did not smoke. He had only one dissipation—he chewed gum. And of all the—but let's don't moralize.

On an evening in late spring the Highfills sat in their diminutive sitting room. Austin A., fed, phlegmatic, sat in his favorite chair, polished his pince-nez, perched it on his nose, and proceeded to peruse the evening paper. Mrs. Highfill, in loose wrapper and rocking chair, was—well, darning hose, if it's essential. Mrs. Highfill was a fluent and willing conversationalist. Household tasks, the indifference of her spouse to opinions expressed or questions asked—nothing of that sort deterred her. She conversed for the pure joy of conversing. *L'art pour l'art.*

Austin A. glanced at the first-page headlines. He read the captions: "A Guileless Farmer," "Lions Roar for Human Flesh," "Smugglers' Identity Revealed" and "Poolrooms Hard Hit," with mechanical precision, one after the other—.

"Oh, by the way, I saw the ex-Mrs. Ramsdell today," burbled his wife, "as I was coming out of the public library. She was all painted up like an actress and looked terribly satisfied with herself. *I* never thought Jack Ramsdell was altogether to blame—."

Austin A. neither affirmed nor denied this interesting hypothesis. He was reading the local weather hazard for the next twenty-four hours: "Cooler," it stated confidently, "with probably rain and brisk to high winds."

"The price of steak went up a cent a pound today," Mrs. Highfill continued recitatively. "I guess we'll be glad to get even horse meat, pretty soon. Old Martin Jenkins and his oldest boy have quit work; they're on a strike at the freight house; they'll be getting hungry before very long, I'll warrant—."

Her spouse rattled his paper as he turned the page. He read: "Suitcase Thieves at Work" and "Lowlands Under Water." The headline, "Fight in a Cafe," with a sub-head, "Man Narrowly Escapes Lynching," claimed his attention momentarily. It was not nearly so exciting as at first appeared, however. He wasted a passing glance at a real estate advertisement with an immense clock-face covering half a page and the declaration: "It Is Striking Your Opportunity at Seabreeze Heights"—then he proceeded to "New York Has Girl Sleuth," "Footpads Rob Citizen" and "Society Belle Elopes."

"The grocery boy told me this morning that somebody fired a bullet through their front window at the store last night. A man who acted queerly was seen in the neighborhood. They think he might have been an escaped lunatic—."

Her husband seemingly missed the startling possibilities of that incident, being engrossed in a 10-line review of *The Lonely Inn*, a new novel from the facile pen of I. Bessemer Sellers, the world's most popular author for that month (Highbinders Co., $2 net). He skipped the editorial page—all except a next-to-reading-matter paragraph extolling the efficacy of Painogone for toothache.

At the top of the next page was the headline: "Cop Run Down by Joy-Riders" and a clipped (credited) descriptive item about automatic pistols.

"I was talking to Mrs. Jones, across the alley back of us, today," intoned Mrs. Highfill, "and she told me what she does for her indigestion. She had it frightfully bad, but she's a lot better; she's gained three pounds. She drinks boiling hot water before and after her meals—."

But Austin A. paid no heed. He was digesting the account of the home team's latest hair-raising victory as chronicled in detail on the sports page.

". . . . the tally stood 1 to a soap bubble in favor of the visitors when our huskies came to the shillalah in the final stanza of the ninth. Dawson whoofed. Bunny was

safe on a fumble at second, but they nailed him when he sought to purloin the keystone. Then Dusty zoomed the pill for two bags and grabbed third by the skin of his front teeth. Two down and the count two and three on Watty. The breathing in the stands became labored. Then Cole made a grievous mistake; he let one trickle down the groove. O happy day! O glorious swat! Biff! Bang! Over the fence—two runs—and twenty thousand howling fans went nuts—."

Austin A. folded the paper reverently and placed it on the dining table. He removed his spectacles in a preoccupied way. His vacant gaze wandered to his wife's placid face, thence to the cat asleep on the imitation leather couch, thence to the clock ticking away busily on the mantel shelf.

"You haven't heard a word I've been saying," his wife said, in a mildly pessimistic tone. "Now, have you?"

"Eh?" he yawned. "Ho, hum—um! I'm kind of tired tonight. Had a pretty busy day today. I—I guess I'll go to bed, m'dear—."

Mrs. Highfill sighed.

Austin A. shuffled into the bedroom and proceeded to doff his diurnal apparel and don the robes of night; he reclined on the bed, pulled the light cover over his relaxed form, and in a few minutes was dozing gently like a tired, somewhat wizened child.

Some time later—vaguely, but rather insistently—there came to his slumbering consciousness a disturbing sound. It was a sound of groaning. Austin A. roused himself with an effort, stirred, and sat up in a semi-sentient state of maudlin inquiry. The sounds emanated from his connubial partner, who occupied the other half of the bed.

"Wass matter, m'dear?" he asked gummily.

"I've got a perfectly horrible toothache," his wife wailed, "and there isn't a thing in the house to put on it—ugh-h-h!—."

"Tha's too bad—." Heavy-eyed, but awake, the other swung his bare feet to the cool floor. "I'll run down to the drug store, 'n' get you some med'cine," he said. His wife attempted a feeble protest. "Saw the very thing in tonight's paper," he mumbled as he groped for his trousers. "Painogone for toothache, that's it. I'll hurry right back."

When he had dressed, he switched on the sitting (and dining) room light so that he could find his hat, short top-coat and gloves. Having made sure he had his night-latch key, he put out the light, let himself out the front door, and descended the steps to the sidewalk. The cool, damp caress of the night air fanned his face. It was very dark, with the faintest suggestion of mist in the air. He hadn't noticed what time it was, but it evidently was late; there were no wayfarers on the street. The drug store was two squares distant.

At the street intersection which intervened, a shadowy figure of a man materialized out of the shadows, and a voice spoke to him. The man was shabbily attired in drab-colored clothes and wore a wide-brimmed white felt hat. He had the unmistakable look of a country person.

"I say, I've been held up," he confided in some excitement. "Only jest a minute or two ago. Right down the street here a little ways. Two robbers, mister. They took my gunmetal watch and upwards of a dollar and six bits in money. Where'll I be most likely to find one of these here police detectives?"

"Ha!" said Austin A. "You've been robbed, you say? Ahem! Did you get a good look at the—er—men who robbed you?"

"You bet your boots I did. I talked to 'em quite a bit before they stuck a gun under my nose. One was an old-like man, and the other one looked young enough to be his son. They both had on overalls. The old 'un had a sandy mustache and a scar on his left cheek, and he was shy the first finger of his right hand. The other one was slim-built and cross-eyed, and he had a wart on his nose. He wore a speckled cap, and his ears was big and stuck out from his head—."

Austin A. gave a slight nervous start. "Why—er—," he cried, "that sounds like some frien—er—that is, ahem! I have a notion I've seen the men you describe. Old man Jenk—I beg pardon, if you care to you can come with me to a telephone where we can call up the police—."

"This town's quite a place," the other prattled as they walked along. "I'm from Smithersville, up-state. I just got here today. My dinner cost me 90 cents, and the waiter got mad because I didn't give him a dime besides. Huh! I reckon I ain't as big a fool as I look—."

"The—ah—city is—er—quite a place, as you say," assented Austin A. "It has a great many pitfalls for the—ahem!—I wonder who this can be, now?"

A big, black, closed automobile, moving at

A big, black, closed automobile, moving at a swift pace, was in the act of stopping abreast of the two pedestrians. A woman's face . . . . showed at the window. She beckoned hurriedly. Austin A. recognized the lady.

a swift pace, had suddenly slowed and swerved in toward the curb and was in the act of stopping abreast of the two pedestrians. A woman's face, white against the background of gloom inside the car, showed at the window. She beckoned hurriedly with an arm, rounded, snowy, whereon a jeweled bracelet sparkled. Her voice, thrilling, contralto, tremulously feminine, discreetly modulated, spoke.

"Come here, please! I have need of—gracious! How oddly fortunate. It is Mr. Austin Highfill, of all the persons in the world!"

Austin A. bared his head. His hair was slightly thinning on top. He recognized the lady with a thrill of—let us say nicely-pleased-without-being-too-cordial interest.

"How do you do, Mrs. Ramsdell," he murmured. "I shall be delighted to be able to serve you, I'm sure." The glib gallantry of his words sounded surprising in his own ears.

"How perfectly sweet of you. Get in, Mr. Highfill, quickly. We have no time to lose. Your friend may come, too. I can explain en route—."

"My friend—." Austin A. hesitated. "Why, this—um—person isn't—."

"Sure thing, I'm your huckleberry, ma'am," said the gentleman from Smithersville, horticulturally. "Whatever you say goes a long ways with me." He came forward with a sprightly air. He even led the way into the big car. Mr. Highfill followed hesitantly.

"To the ferry," the lady directed her driver briefly. "Lose no time."

The car sped on its way. In the darkness, Austin A. felt the warm, yielding, perfumed presence of Mrs. Ramsdell sway softly against him. He breathed the languishing, heavy-sweet odor of violets. His head spun dizzily when he abruptly discovered a white hand resting like a snowflake on his coat-sleeve.

"Listen, please," she cooed liquidly. "Three men muffled in long raincoats boarded a cross-town car at the Statue, ten minutes ago. They will leave or attempt to leave the city at the earliest possible moment. One of them carried a black, alligator bag. That bag contains $75,000 and some small change, in cash. These men tapped the wires and fleeced the United Poolrooms, Limited, of the sum I have mentioned, today. I have been employed to trail them—to the ends of the earth, if necessary. I employ my own peculiar methods—induction, a woman's intuition, cleverness—what does it matter if I obtain results? I am the—."

"I know," muttered Austin A., awesomely. "You are the Girl Sleuth."

"How odd that you would guess it," she said admiringly. She leaned forward with a kind of velvety, sinuous grace. "Faster!" she commanded through the tube.

The car shot forward like a projectile. To Austin A.'s near-sighted eyes the lights along the street appeared to be an elongated streak of brightness. There came the low, drumming patter of something on the roof above his head.

"She's raining cats and dogs," the country man announced, with zoological terseness.

"Rain was predicted," observed Mrs. Ramsdell indifferently.

The machine skidded with a sickening lurch as it rounded a corner in a flying parabola whose vertex narrowly missed impinging upon the curbstone parapet. Indeed there was a slight jolt, but the driver, after a quick glance over his shoulder, continued onward at increased speed.

"We struck something—what was it?" asked Mrs. Ramsdell with true feminine curiosity. "Answer me, Francois!" Her tone was imperious.

"Oi'm thinkin' 'twas only a cop, mum," the chauffeur shouted back with a foreign accent. "But th' big booby wasn't kilt. He got up again, mum."

"Ah, the ferry, at last," hissed the lady.

"Mr. Highfill, here is my purse. Go and purchase tickets. Three, one way, to Seabreeze Heights. This—this gentleman and I will meet you at the train—but first I must disguise myself. I shall take the role of a country bride on her wedding trip to the big city. You, sir," addressing the yokel, "will be my husband—temporarily. What is your name, please?"

"Call me Lew, fer short," that person replied pleasantly. "My full name is Llewellyn Barrington Smith. I'd just as lief be your husband as not," he supplemented, with bucolic naivete, "if anything liefer."

"Thank you," she effused, dimpling. "Now, you must look out of the window with both eyes until I have finished changing my shirtwaist."

The rain came down with a rush as Austin A. rejoined his companions at the turnstile. Mrs. Ramsdell, in a home-tailored traveling dress and hat with limp feathers, clung bashfully to the arm of her rural swain. At that moment three men, bundled to the ears in long ulsters, thrust them aside and ran to board the waiting train. One of them carried a black, alligator bag.

"Our quarry," whispered the bride. "Quick, follow them!"

"Why—er—ahem!" began Austin A. "Perhaps I ought to excuse myself. My—ah—my wife is—."

"Is doubtless at home asleep and dreaming pleasant dreams," interposed the soft contralto tones of the Girl Sleuth, "and I—I am here, practically alone and unprotected, and I need you. You will not desert me; you are too brave and chivalrous—."

Austin A. felt his reluctance melt under the warmth of her glance. "All right," he said ardently; "all right, I'll come."

They ran and clambered upon the train. Pursued and pursuers entered a coach and found seats. The lady sank back against the cane-upholstered cushions. Austin A. turned down his coat collar. The fever of adventure quickened his drooping pulses.

"We have to deal with desperate and dangerous men," Mrs. Ramsdell murmured. "Ah, the train is starting. Take this," she commanded, and Austin A. felt the handle of a sinister-looking automatic pistol pressed into his grasp. "But do not fire until it is absolutely necessary," she whispered impressively. "I shall depend upon your coolness and good judgment, remember."

"Right," he nodded. "You can rely on me."

The ferry entered its slip, and the train presently scurried off. They were soon out in the open country. The wind had increased to

A lightning flash gave him a glimpse of the thing that held him fast. It was a full-grown lion.

the proportions of a wild gale. It raved and howled. Passengers stirred in their seats in some alarm. Yet fiercer became the roaring tumult outside. The train, actually stalled in its progress, shivered and staggered. Then—with a demoniac shrieking, the tempest swept them before it!

The coaches were hurled bodily from the track and tumbled down an embankment. Austin A., bruised, buffeted and shaken, found himself falling through space. He heard the rending of wood and metal, the screams of women and children, the hoarse grunting of men. Propelled by some awful impetus, he was projected through a window and fell. half dazed, in a morass of mud and water, clear of the wreck.

He sought, after a moment, to rise, only to find that he was pinned down by some bulky object which lay across his legs. He put out his hand and touched a shaggy coat, thick-napped, *alive*. A lightning flash gave him a glimpse of the thing that held him fast. He saw a length of tawny body, a yellow-maned head with gleaming eyes and mouth agape. *It was a full-grown lion!*

In an ecstasy of terror, he squealed shrilly. Then his ears throbbed from the deep, harsh, guttural, basso-profundo roar of the king of beasts. The roar came from a second lion just behind him. Another flash of lightning revealed the broken and twisted cage nearby, from which a third lion, a female, was in the act of emerging. The animals had been passengers on the wrecked train. Suddenly the beast that held him captive rose to its feet. He was free. He scrambled to his hands and knees. The lion shrank back, snarling savagely. Austin A. leaped to his feet and ran.

He ran, not warily or with any idea of direction, but frantically, blindly, heedless of barriers or pitfalls. He collided with trees, fell down declivities, scrambled up steep slopes, suffering no permanent hurts and only momentary delays. He crashed through or hurdled fences, splashed through brooks, penetrated dense thickets. Once, when he thought he heard a lion roaring off to the right, he swerved to the left and ran through a small lake or pond neck deep. That dampened his ardor somewhat. His pace gradually slackened.

He came out, after a time, upon what looked like a highroad. Meanwhile the wind had died down. He followed the road. Minutes or hours later, he descried a light in the black darkness ahead. Then he came up to an isolated house in the woods. There was a swinging signboard on a post. On it he read "The Inn." He advanced to the door and knocked loudly.

The door opened, and a swarthy youth in a gray sweater, knee-length breeches and a short-visored cap, bade him enter. Some twenty or more gray-sweatered young men were standing or sitting around a great room. Three young women were grouped near the fire-place, where a tiny blaze languished. Austin A. noticed a monogrammed device on the sleeves of all the men.

"Baseball players," he said aloud. "What team is this?"

"Oh, hully gee!" roared a voice. "Here's a mud-lark wanting to know what team this is. Gather round, gents, and take a look at it!"

One of the young women crowded closer. "Let me present our company," she said. "Kind sir, permit me to introduce to you the Gladiators, the greatest ball team in the world!"

"I know," cried Austin A. "I read it in the paper: 'Watty swatted it over the fence, and twenty thousand fans went nuts.' I never saw a ball game in my life," he said lamely, "but I intend to, some day—."

A clamor at the door diverted the attention of the crowd. "Here comes that hearse-driver of a preacher," someone shouted.

"Preacher?" echoed Austin A. "Are you about to hold religious services?"

"You bet. Special incantations and ceremonies. See that red-headed guy over there? That's the 'Rabbit.' He's to be married to the goddess in the brown suit and sailor hat."

"How romantic!" murmured Austin A. "She -er-has all the attributes of a-ah-what is commonly called a peach. Might I ask her name?"

"She is Miss Elsimore Roxcumber, daughter of old Beelzebub Roxcumber, the multi-pluto-millionaire. This is a runaway match," his informant confided.

Wild cries of disappointment resounded. Instead of the minister, three men muffled in long raincoats entered. The last one carried a black, alligator handbag. Austin A. looked expectantly for Mrs. Ramsdell and her erstwhile bridegroom from up-state, but they didn't appear. He fingered his automatic pistol. One of the ball-players spoke in raucous tones.

"Hooray!" he shouted. "Look who's here!

Arrived from the wilds, on foot and hungry, the famous singing trio from the big Broadway success, 'The Smugglers.' Give 'em a horse meat sandwich apiece, landlord, and then let's have some cheering music—."

Austin A. elbowed himself forward and drew his sinister-looking weapon.

"Those men are crooks," he shrilled. "That valise contains stolen loot. I-I arrest all three of you in the name of-of the Amalgamated Poolplayers' Association of—."

Someone gave him a sudden push; he fell against someone else, who bandied him in a different direction. Thus shoved, thrust, pinched, pummeled, and pushed, he was battle-dored to the door and kicked ruthlessly into the darkness outside. He fell into a large puddle of mud and water which happened to be conveniently near.

He rose, muttering vague threats. Shadows passed the lighted windows of the Inn. He raised his pistol in a shaking hand and pressed the trigger. A deafening sound and a crash of broken glass smote his ear-drums.

"Lynch the crazy bughouse! A rope! Somebody get a rope!" The door opened, and out buzzed gray figures like a swarm of angry hornets. Austin A. threw down his weapon and sped with terror-winged feet into the night. For the second time that fearful night, his fleetness bore him safely away from a dire fate. The shouts of his pursuers grew fainter and died away in the distance.

The moon's cheery face peeked at him from underneath a cloud. In the mellow light he saw not far away the shadowy outlines of a small building. It proved to be a wayside waiting station, built beside a railway track for the convenience of commuters.

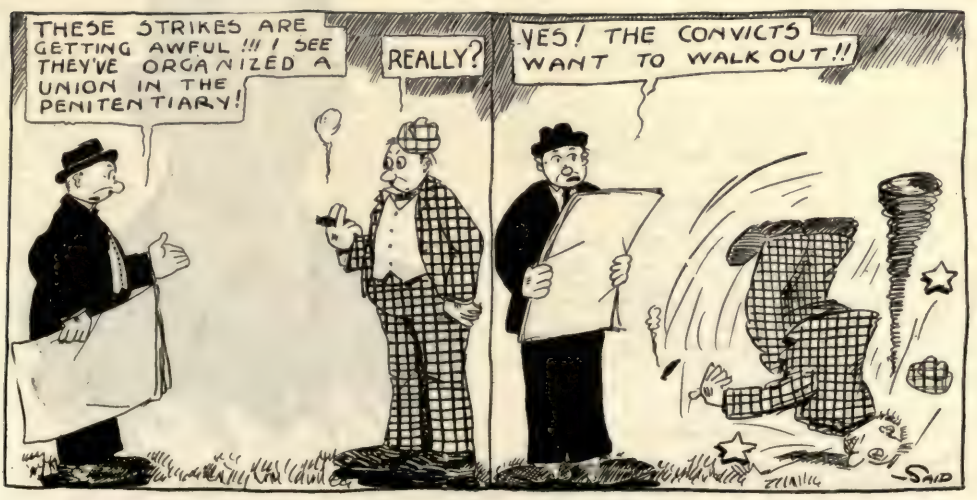
He went inside. There was no living occupant of the small room, but in one corner stood a suitcase, left there deliberately or inadvertently by some traveler. Weary and bedraggled, Austin A. stooped and fumbled at the fastenings. The suitcase wasn't locked. He opened it. It contained a suit of clothes the color and texture of his own and practically the size he wore. He threw off his own tattered and mud-caked habiliments and changed into the clothes so fortunately placed in his possession. A train whistled, he stepped out on the small platform; the train paused, he boarded it.

In the dim dawn Austin Aloysius Highfill silently let himself in at his own front door. The tinkle of the alarm clock, chattering on the mantel, resounded as he tiptoed into the dining sitting room. He peeped into the bedroom. His wife stirred, yawned, opened her eyes. She looked like a grotesque caricature of herself in curl-papers.

"How is the tooth, m'dear?" Austin A. grinned abashedly.

"It stopped before you came back, I guess," she said. "It was thoughtful of you not to waken me, Austin, love. You look ill yourself this morning. Why don't you ask for a week off? You could take a trip to the country. It would do you so much good—."

"Um-er—," he said. "Why, I guess it's only a little spell of indigestion. I've a notion to try drinking boiling water at meal times like you said Mrs. What's-her-name did—."



NEWS of the DIVISIONS

AROUND CHICAGO

Office, Auditor of Freight Receipts

"Do You Remember When" conversation among H. A. Manley, who began service January, 1889; C. H. Suffield, June, 1891; L. Leatherman, May, 1907, and C. B. West, August, 1906:

"Say, boys, do you remember when the Accounting Department occupied one small floor at 78 Michigan avenue? When our present local treasurer and three others comprised the Interline Division? When Arthur Trine, H. A. Manley and C. N. Bear ran the Earnings Division?"

"When our assistant auditor of freight receipts was bookkeeper, assistant treasurer and audited half the stations—yes, and stood at the desk and checked local abstracts with the rest of the boys?"

"When E. H. Harriman, 'the railway wizard,' was vice-president of the Illinois Central, with offices on the second floor of 78 Michigan avenue?"

"When we had one telephone in the general office? When we did our calculating by hand and not by machines? When we talked to a pretty stenographer and not into a dictaphone? When the office was an Eveless Eden and we used the same roller towel and drank from the old tin cup and went over to the little brick saloon for a full free lunch with a glass of glorious 'good and gone'?"

"Do you remember when the Hyde Park 'Dummy' ran to 57th street, took on a load of wood and returned to the city?"

"When the funeral train ran to Oakwoods Cemetery in the country? When Bill Helion helped Charles Murphy run the Cubs ball team during the winter by advising him whom to fire or sign up?"

"When the boys received their December pay just before Christmas so they could have a good time, and when you could touch the 'Boss' any old time for a little advance pay?"

"Yes, boys, those were the days."

E. H. Runden went hunting Sunday, November 13th, bringing home twenty-five rabbits.

Some people naturally smile; some smile of necessity; but when a girl is paid for smiling we all smile with her. Miss Emma Borst caused us all to smile when she smilingly received $5 in the Herald and Examiner smile contest.

L. F. Hale has been confined to his bed for the last week by sickness.

Burnside Shops

The employes of Burnside Shops took an active interest in the industrial athletic contests inaugurated and fostered by the Railroad Branch Y. M. C. A. Secretaries Hennessee and Davison succeeded in creating considerable enthusiasm among the employes, and the several events, which were participated in by 239 contestants, were witnessed by large gatherings during the half-hour lunch period. Considering the fact that the contestants wore their shop clothes and heavy shoes, good marks were recorded in the events, which included a 50-yard dash, 12-pound shot-put, chinning the bar, and standing and running broad jump. After the close of the athletic events Burnside employes were informed they had captured fourth place among the twenty-eight competing industrial plants.

Burnside Y. M. C. A. secretaries have now formulated a bowling league and are open for challenges from teams on the Illinois Central System.

E. E. Hennessee, local Y. M. C. A. secretary at Burnside shops, has resigned. His successor, John Glenn, formerly executive secretary of the Grand Trunk Y. M. C. A. of Chicago, will take charge of the work December 1. Mr. Hennessee has been the Burnside secretary for more than two years, and during his incumbency has made many friends among officials and employes, who will be sorry to see him sever his connection with the Y. M. C. A.

E. E. Hennessee

activities at Burnside. Mr. Davison will retain the post of assistant secretary.

Dining Service Department

Saturday, October 29, 1921, will go down in railway history as "Investment Bankers' Day." On that date the Central States group of that association journeyed out of Central Station, Chicago, enroute to New Orleans on one of the longest, heaviest, fastest and most palatial special trains ever run on any railroad—a solid Pullman train of twelve luxurious compartment and drawing-room cars, besides two 36-seat all-steel diners in the middle of the train ready to serve sumptuous table d'hote meals. The special departed from the Illinois Central Station at 12:35 p. m., running as the second section of the famous Panama Limited and scheduled to make only two stops between Chicago and New Orleans. The bankers arrived at their destination in as happy, clean and comfortable a condition as the minute they stepped aboard the train, one thousand miles away, the day before. V. K. Simmons was steward of the forward diner, and Ike Greenberg was in charge of the rear car. Two inspectors accompanied this famous party, to see that nothing was lacking in the service or other appointments necessary to the travelers' pleasure or welfare. C. A. Castle and S. F. Myron (the dining car inspectors) were the recipients of many compliments from the passengers, who without solicitation made the announcement that the Illinois Central would be the "only route" for them in the future.

Saturday, November 12, was banner day for the dining service department. Eleven dining cars and five buffet cars—stocked, equipped and manned by 130 men—all reported for duty on time—all competent and physically fit, ready to serve the biggest movement of special and regular trains ever attempted by the Illinois Central. The occasion was the homecoming of the University of Illinois alumni and the football game between Chicago and Illinois at Champaign. Five trainloads of passengers rolled out of Central Station in fifty minutes, all bound for Champaign, all eager to greet their relatives attending the university, all excited regarding the outcome of the great football game. The dining service department was equal to the occasion. All extra preparations were at attention and ready to serve the 3,323 passengers who had purchased tickets for this event. Breakfast and luncheon were served to all who desired dining car service southbound. The dining cars were parked in a convenient place near the station at Champaign, ready for early service to those who wanted to dine immediately on their return from the game, in that way giving more room for those coming later, thus accommodating the hundreds who patronized the diners enroute to Chicago. The Maroons won the game, and needless to say, almost every Chicago passenger was in a joyful mood.

The dining service department herewith presents "Our A, B, C's" by Al Nankivell:

A stands for Affable, which we try to be,
Treating our patrons with rare courtesy.
B stands for Best, and it's our fond ambition
To make this word talk under every condition.
C stands for Can, and if 'tis within reason,
We'll work the thing out if it takes a whole season.
D stands for Dugan and Diner as well,
Interchangeable words in this department, I'll tell.
E stands for Eat, and if folks didn't do it,
There would be no need for hams, chicken or suet.
F stands for Fragile, and we all should try
To keep the broken dish bill from rising too high.
G stands for Good, a cheerful old word,
And we want it to speak, from a fish to a bird.
H stands for Honesty, noble and grand;
"Preferable to riches," was Solomon's stand.
I is for the State that gave us our name;
The others be thanked for increasing our fame.
J stands for Johnnie, who (quite city bred)
Wants the office boy's name on each letter head.
K is as in Kake, Kream, Krackers and Krumbs;
I'm not going to quit 'till my thinker numbs.
L stands for Louisiana, the end of the road
Until trains float on water, when we'll circle the globe.
M stands for Milk, which I have on the brain,
For I drink it at morn, and at noon do the same.
N stands for 'Nuffsaid, and when a rule's given,
It had better be lived up to if we'd here make a liv'n.
O stands for Orders, which good men observe,
Thus avoiding trouble when rounding a curve.
P stands for Pie, which our chefs can make,
For when it comes to pastry, they take the cake.
Q stands for Quick, a snappy little word,
And when put into action few complaints are heard.
R stands for Roast, a savory noun,
But when applied to a scolding, 'tis a verb with a frown.
S stands for Service, which we aim to give,
And up to this standard we want to live.
T stands for Tea, Toast, Turkey and Tongue;
The last two named, when alive, like to run.
U stands for Utopia; to that height let us rise,
'Till men everywhere laud us to the skies.
V stands for Victuals, an old-fashioned word,
But it makes my mouth water whene'er seen or heard.
W stands for Waste—let's not do it, my friends;
Be fair with the road on whom our living depends.
X stands for 'Xtra, a pleasant word to our ear,
For it means more business, of which we like to hear.
Y stands for Yesterday, but let's live for today,
Sawing our wood and making the hay.
Z stands for Zenith, the top o' the hill;
Let us stay there and bask in the public's good will.
& the end is not yet.

ILLINOIS DIVISION

Superintendent's Office

Robert Valade of Kankakee has accepted a position as stenographer in the superintendent's office.

Mr. and Mrs. R. G. Miller are the proud parents of a son, born November 9. Mr. Miller is chief clerk to the Superintendent.

Up to and including November 19 the Illinois division ranks first in the "Kill No Stock" campaign. The Illinois division is the only division with a clear record for the first half

of the month. With this good start we should be able to maintain this good record throughout the balance of the month.

Kankakee Yard and Roundhouse

Mrs. L. W. Cummings, wife of a machinist at Kankakee, who underwent an operation at the Emergency Hospital, has been taken home and is getting along nicely.

R. Weaver, supplyman, has been quarantined at home, on account diphtheria in the family.

Fireman Charles Kirkpatrick has been called to Kempton by the sickness of his father.

Champaign Yard and Roundhouse

John Coleman, aged pensioned engine cleaner, gained considerable comment in the recent Mercy Hospital Drive, which was conducted in Champaign and Urbana to raise sufficient money to erect and equip a hospital. Mr. Coleman, whose monthly pension allowance amounts to $25, which is his only income, went to the chairman of the committee in charge of this drive, unsolicited, and donated $25. The chairman, who was an acquaintance of Mr. Coleman, knowing his financial circumstances, refused to accept his donation; however, Mr. Coleman, by insisting, prevailed upon him to accept the $25, remarking that he was sorry that he did not have more to offer.

A. C. McVicker, superintendent of the W. J. Zitterell Company of Webster City, Iowa, for the past few months in charge of the work of installing a turntable at Champaign roundhouse, departed Thursday, November 10, for his home in Vancouver, British Columbia, where he will spend the winter. Mr. McVicker lives on a farm near Vancouver and devotes his time during the winter months to hunting deer, elk and other large game and to raising pedigreed rabbits, dogs, etc. While at Champaign he related some remarkable and interesting stories about his experiences in the northern country.

Maintenance of Way Department

The water department reports that on November 3 it put in operation the new, 100,000-gallon water tank, displacing the old tank of 50,000 capacity, at Kinmundy, Ill.

The bridge and building department has just completed renewing two more open-deck wooden bridges with concrete pile trestles. We are fast getting rid of the wooden deck bridges, and before long the Illinois division main line will have only concrete or steel structures.

We have just completed the installation of a new 100-foot turntable at the Champaign shops. This table, which is replacing the old 85-foot table, was necessary in order to accommodate the new 2-10-2 type engines, of which the Illinois division has recently received five.

The Illinois division signal employes educational meeting for December will be held at Gilman. We expect to have an oil man with us at this meeting to tell us something about our oil-burning lamps, used on our automatic block signals. The meeting will be held on Sunday, either the 11th or 18th.

Signal forces will start work within the next two months on the installation of a wig-wag crossing at 11th and Church streets, Gibson City, Ill.

SPRINGFIELD DIVISION

Clinton Shops

The first section of the city indoor baseball season has just been finished. There were four teams represented in this section: the Business Men, Seniors, Rotary Club and the Illinois Central Shops. The Shops' team finished in second place. The Seniors defeated the Shops, 17-13, and tied for first place in the league. It was then necessary to play off the tie, and the game was won by the Seniors, 18-9. Much credit is due the battery for the team's success. Machinist Angerer pitched the four games, while Machinist Howard and Electrician Sheridan split the honors of the catching position.

Paul Holsinger, 2-year-old son of General Foreman and Mrs. Fred J. Holsinger, died October 5, after a two weeks' illness of pneumonia at the family home in the Black Apartments. The body was taken to Freeport and laid to rest in the family lot there. The family wishes to extend thanks to all those who assisted them in any way, and those who donated the beautiful floral pieces. They also wish to thank the officials of the company, who ar-

A DOZEN PEACHES RIPENED IN CHICAGO

Stenographers in the office of the General Superintendent of Transportation, Chicago. Left to right: Elizabeth Burkie, Edith Riggs, Hazel Riggs, Eva Pattee, Margaret Theis, Peggy Penk, Mary O'Gallagher, Lillian Nelson, Margaret Mott, Marie Waters, Kathleen Walsh, and Elsie Smith.—Photo by Almer Coe & Co.

Hamilton Watch

"The Railroad Timekeeper of America"

Railroads may change their equipment, but the Hamilton Watch will still time the trains

No railroad man who has purchased a Hamilton Watch need ever fear that railroad improvements will force him to buy another watch.

Hamiltons are made to keep accurate time—railroad time—under any conditions. No railroad changes can affect the Hamilton's timekeeping qualities. Engineers picked to run the highest-powered electric locomotives tell us that their Hamiltons keep accurate time.

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For time inspection service, Hamilton No. 992 (16 size —21 jewels) is the most popular watch on American railroads and will pass any official inspection. And, moreover, it will keep on passing inspection for years and years.

Write today for the Hamilton Watch Book, "The Timekeeper." It pictures and describes all Hamilton models, and states prices. Hamiltons start at $22.00 ($25.00 in Canada) for a movement alone. From this they run, by easy stages, to $200.00 for the Hamilton Masterpiece in an extra-heavy 18k gold case.

HAMILTON WATCH COMPANY, *Lancaster, Pa.*

ranged for the private service from Clinton to Freeport.

The marriage of Miss Stella F. Rousey and Reuben Henry Young took place November 1 in the bridal parlors of Judge Bedinger. Mrs. Young is from Wapella. Mr. Young is a painter at the shops, having been in the service of the Illinois Central for the past ten years, with the exception of one and a half years with the 37th Infantry in France. Mr. Young is a member of the Crang-Bennett Legion Post of this city. The couple is now at home at 1027 East Main street.

Springfield Station

Miss Anna Herzog, stenographer at the Springfield freight office, returned from her trip in Texas, November 1. While there she visited the sick soldiers at Camp Logan, near Houston.

Otto F. Franz, veteran warehouse foreman at the Springfield freight house, severed his connection with the Illinois Central November 15, organizing the O. F. Franz Transfer Company. Mr. Franz entered the service as trucker fifteen years ago, later being promoted to check clerk and then to warehouse foreman.

Mrs. Anna Janssen, wife of William Janssen, chief clerk at the Springfield freight office, died October 11 at St. John's Sanitarium, near Riverton, after a lingering illness of two years with tuberculosis. Funeral services were held at the family residence November 14, the Rev. Paul Schulz, pastor of Trinity Lutheran Church, officiating. Interment was in Oak Ridge Cemetery.

Decatur, Ill.

The Second Annual Railway Banquet, given at Decatur October 20 by the Decatur Transportation Club, was well attended by Illinois Central employes. Out-of-town guests were William Smith, Jr., A. G. F. A., St. Louis, Mo., J. J. Stephens, C. A., Peoria, Ill., and officials from the Springfield division office at Clinton.

Monday, November 14, the Highland Hereford Breeders' Association of Marfa, Texas, held a cattle sale on the farm of J. G. Imboden, at Suffern, Ill. About twenty cars of cattle were brought from Marfa, Texas, for this sale and were sold to farmers in central Illinois.

The "Perfect Package Campaign," which is being held this month, is so far a success. The business firms in Decatur are doing their utmost to ship out perfect packages.

Russell E. Fulk, cashier at Decatur, has returned from a two weeks' vacation spent in northern Wisconsin.

Arthur Sperry, 1314 East Washington street, died in John Warner Hospital November 16 after a short illness with typhoid-pneumonia. He was a son of Elijah and Serena Sperry, and was born in Champaign County November 24, 1874. He came to Clinton at the age of 24. He was married to Mary Myers, March 11, 1896, and one child, Miss Faye, was born. Mr. Sperry had been in the employ of the Illinois Central about twenty-three years, and in 1898 became one of the trusted and faithful engineers of the system. Besides the wife and daughter, he is survived by his mother, who resides at St. Joseph, Ill.—Clinton (Ill.) Register, November 18.

The village of Chestnut owes its existence today to the big whistle on the Illinois Central Railroad's Diamond Special passenger train. The engineer saw that the town was on fire the morning of October 15 as the train approached, and he opened up the big siren. It awoke the inhabitants, and the flames were extinguished after one business block had been destroyed. According to information available, the fire was discovered in the garage and restaurant. The origin of the fire, or in which building it first started, is not definitely known. Five business houses were burned. The garage owner sustained the heaviest loss. Tires valued at $500 and tools valued at $500 were destroyed. Three automobiles, all practically new, were burned.—Maroa (Ill.) New Times, October 20.

ST. LOUIS DIVISION

Frank Crouse, who has been working as accountant in the office of Division Accountant L. F. Foley, resigned recently to accept a position with a coal mine at Zeigler, Ill. Orville

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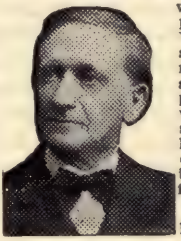

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Ahl was appointed to fill the vacancy made by Mr. Crouse's resignation.

The plans and specifications have been drawn up for the construction of freight houses at Zeigler and West Frankfort, Ill. Work will start in the near future.

In the Madri Gras parade this year, the local car men had a float on which there was a miniature box car complete in every detail, which showed evidences of good workmanship. The Madri Gras parade is an annual affair put on by Carbondale on Hallowe'en night. It is becoming popular over the entire southern part of the state.

Since W. T. Wright, former agent at Benton, Ill., has been appointed supervisor of coal traffic, with headquarters at Carbondale, Ill., S. B. Morris, agent at Simpson, Ill., has been appointed to succeed him at Benton.

John R. Sproat, from Trainmaster Gibbs' office at Centralia, has been appointed statistician in Superintendent W. Atwill's office at Carbondale.

The daily freight train performance for the St. Louis division shows a total of 2,791 trains run for October, 1921, with 332,795,000 gross ton miles.

Miss Lena Hampton, stenographer in Superintendent W. Atwill's office, resigned recently, and the vacancy has been filled by Miss Norma VanBuskirk, who has been working as stenographer in Roadmaster J. W. Kern's office. Miss Lanora Barber is filling the vacancy in the roadmaster's office.

C. A. Fallon, for many years cashier, has been appointed agent at Pinckneyville, Ill., to fill the vacancy caused by the death of M. J. Moffett.

Superintendent W. Atwill, Claim Agent W. R. Clemans and Roadmaster's Chief Clerk L. L. Heilig made a trip to Horse Shoe Lake, November 10, and spent an enjoyable day among the ducks and quails. It is reported they brought home the bacon, too.

W. S. Williams, general superintendent of the Western Lines, and Mrs. Williams visited friends in Carbondale November 13 and 14. Mr. Williams was superintendent of the St. Louis division before being promoted to general superintendent.

Miss Julia Stearns, accountant, is back at work after a leave of absence on account of the sickness and death of her mother.

Charles Gardner, clerk in Roadmaster Kern's office, is back after being in Holden Hospital, Carbondale, a few days.

Work was begun November 18 on the new station building at Marissa, Ill. The old one was destroyed by fire October 13, 1921.

October 18 a high record was made on the St. Louis division in the number of cars of coal billed, there being 1,778.

Dr. C. J. Boswell

Dr. Charles James Boswell, for twenty-five years local and district surgeon for the Illinois Central Railroad at Mounds, Ill., died October 23, 1921. Doctor Boswell was born October 10, 1876, at Mount Pleasant, Ill., was graduated from the Barnes Medical College at St. Louis in 1894, was a member of the Illinois State Board of Health for six years, had an active practice in Mounds for twenty-seven years, was mayor of Mounds for two terms and was the president of the First National Bank of Mounds since its organization. Dr. O. T. Hudson, who has been local surgeon at Mounds, has been appointed district surgeon to succeed Doctor Boswell.

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East St. Louis Freight Office

The Illinois Central indoor baseball team is making a splendid showing in the Railroad Turkey League, composed of teams from the different railroads in this terminal, the standing of the team, as of November 15, being as follows:

	Won	Lost
Illinois Central	3	0
Pennsylvania	3	0
Southern	1	1
Missouri Pacific	1	2
Wabash	0	2
Big Four	0	3

One more game remains to be played, that being with the Pennsylvania team, and a hard-fought contest is looked for, but all indications point to a victory and the championship for our boys. The line-up is as follows: Quirk, 2b, Bradley 1b, Pensoneau lss, Tice 3b, Dickerson lf, Dettenbach, rss, Buschman rf, Marty c, DuHadway p. Inquiries as to open dates with a view of booking games should be addressed to the manager, Lawrence Sullivan.

After the close of the Indoor Baseball season, the local office will enter a team in the Basketball League, composed of various teams from the different railroads in the terminal. The

basketball team looks good and should have a successful season. For information as to booking games, address the manager, J. W. Tice.

The East St. Louis Local Freight Office would like to suggest that an Employes' Athletic Association, similar to that of the Pennsylvania Railroad, be organized, and that through it annual field events be held at given points; also that elimination baseball contests, indoor baseball contests, basketball contests and bowling contests be held annually, the system to be divided into four divisions, as follows: Northern Lines, Western Lines, Southern Lines, Y. & M. V., and to be handled on a plan something on the order of the following: Baseball teams to be organized on each of the four grand divisions, and to play a certain number of games on their respective divisions—Chicago to play about six games with teams on the Northern Lines, Omaha to play the same number of games with teams on Western Lines, etc.; then the leading teams of the Northern and Western lines to play for the northern championship, and the leading teams of the Southern Lines and Y. & M. V. to play for the southern championship, and then the northern and southern winners to play for the system championship. The indoor baseball, basketball, bowling and any other contests to be handled on a similar basis, a regular set of officers to be elected or appointed to arrange schedules, rules, etc.

During a severe storm November 20 lightning struck an Illinois Central passenger engine near Pinckneyville and made Engineer McLaughlin unconscious. The engineer, stunned, fell from his seat and in doing so threw the throttle wide open. The fireman took his place and brought the train under control.

Robbers entered the Illinois Central station at Tamaroa, Ill., October 22, took a pouch of first-class mail and a tie sack containing newspapers and parcel post matter. The tie sack was rifled near the station. The mail had been brought to Tamaroa by train No. 23 and, as this train arrives after the postoffice closes, the mail is left at the depot until the following morning. The station at Du Bois was broken into; a store at Radom and one at Richview robbed the same night.

INDIANA DIVISION

Superintendent's Office

Born to Mr. and Mrs. Eugene Watts, September 18, a daughter, Mary June. Mr. Watts is in the accounting department, Mattoon.

Born to Mr. and Mrs. Morris Kemper, September 26, a boy, John William. Mr. Kemper is an accountant, Mattoon.

October 11, Maring Crane of the accounting department, Mattoon, was married to Miss Grace Clark at the Christian Church in Urbana, Ill.

W. O. Chamberlain has been appointed supervisor, Mattoon to Evansville, temporarily, as a result of the illness of H. H. Cordier.

Evansville Freight Office

We regret exceedingly to learn of the death of W. W. Alsop, Evansville, Ind., October 19. Mr. Alsop served the Illinois Central faithfully for sixteen years, having entered the service as carpenter with the B. & B. department in 1905. In 1916 Mr. Alsop was placed at Poseyville, Ind., as station pumper. Due to ill health he was transferred to Evansville August 6, 1921, where he served as crossing flagman at Central avenue and Devon street. Mr. Alsop is survived by his wife and two children.

The condition of Arthur W. Walling, chief rate clerk at Evansville, is considered very serious. Mr. Walling has been confined to Walker Hospital for the past eight weeks, suffering a relapse after an attack of typhoid.

G. P. Spiegel, assistant rate clerk at Evansville, has returned to his desk after a two weeks' illness.

Julius J. Meyer, cashier at Evansville, who for the past two months has been off duty on account of temporary loss of eyesight, is not expected to return to his desk for at least another month.

Mr. and Mrs. Phil. A. Reitz announe the birth of a son, Phil. A., Jr. Mr. Reitz is chief yard clerk.

The marriage of Miss Pansy Doughty, clerk in the Evansville freight office, and U. R. Ogle, yard clerk at Harwood, took place Saturday, October 29. After the ceremony, a reception for fifty guests was held at the couple's new home on Second avenue, Evansville.

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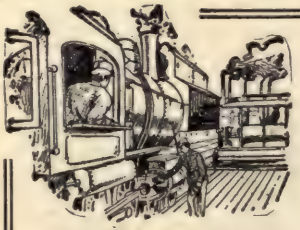

Railway Employes Eyes are Exposed to Wind, Dust and Alkali Poisons

The Rush of Air, created by the swiftly-moving train, is heavily laden with coal-smoke, gas and dust, and it is a wonder that trainmen retain their normal Eye-sight as long as they do.

Murine Eye Remedy is a Convenient and Pleasant Lotion and should be applied following other ablutions.

Murine relieves Soreness, Redness and Granulation.

Druggists supply Murine at 60c per bottle.

The Murine Eye Remedy Co., Chicago, will mail Book of the Eye Free upon request.

Chief Dispatcher's Office

October 28, Kenneth Trainor, agent at Rose Hill, Ill., and Miss Bernice Scott, daughter of Section Foreman Bert Scott, Dalton City, Ill., were quietly married at Sullivan, Ill.

Owing to increased business between Centralia and Peoria, there have been four through runs daily established, moving considerable tonnage. Owing to all crews' being unacquainted with the road off their own division, the time made was not so good as expected, but since making a few trips, they are showing up much better. Conductor R. C. Musgrove and J. F. Epperson are handling the Indiana division crews.

November 10, Conductor C. E. Thompson, Brakeman W. M. Thatcher, Roadmaster's Chief Clerk H. G. Seibert and Carl Slover of the master mechanic's office were initiated into the Order of Elks.

Mattoon Shops

George Lidster has been transferred from Palestine Shops to Mattoon Shops as stockkeeper in the store department.

John, little son of Boiler Maker Helper John Myler, passed away at his home November 14 of diphtheria.

Mary, little daughter of Car Helper Ed Severns, passed away November 11 of diphtheria.

MINNESOTA DIVISION

Alfred Larson, a farmer who lives along the right-of-way of the Illinois Central at Delaware, Iowa, discovered a broken rail at a crossing and reported it to P. Mortenson, the section foreman. Mr. Larson was driving his cattle through a private crossing when he found the broken rail. He immediately telephoned the section foreman, who repaired the track.

KENTUCKY DIVISION

George M. Glayne, H. M. McKeown and Roy L. Krouse composed a committee which recently sent the following resolutions to the Illinois Central Magazine on the death of A. L. Turner, night yardmaster in the south yards at Paducah, Ky., who was run over by a yard engine August 28.

"Whereas, the Almighty God in His infinite wisdom has seen fit to take from our midst our friend and co-worker,

"Be it resolved, That we bow our heads in humble submission to His immutable will, conceding it is ever beneficially directed toward us in good.

"Be it further resolved, That we extend to the bereaved loved ones our sincerest sympathy in the affliction they have just sustained."

TENNESSEE DIVISION

Fulton, Ky.

Assistant Chief Dispatcher T. K. Williams, formerly employed at Fulton, Ky., has been transferred to the general superintendent's

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WRIST WATCH, Solid 18-k White Gold, engraved; looks like genuine Platinum. Full Jeweled Imported movement, guaranteed. Silk Ribbon Bracelet. Special at $35. $35 Cash or Credit
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T. J. Murchison, former agent at Fowlkes, Tenn., who has been on a leave of absence for several months on account of ill health, has been appointed agent at Troy, Tenn.

C. W. Bridges, former agent at Troy, Tenn., has bid in the agency at Clinton, Ky., Agent C. R. Collins having been transferred to Halls, Tenn.

Miss Mabel Green, agent at Hickory, Ky., left November 11 for an extensive trip through the West, to San Francisco and various other points of interest.

J. W. Ticker, caller, who has been off for several days on account of important business, has returned to work again.

T. J. Wilds, slab yard foreman at Fulton, Ky., took three rolls of roofing paper from a car moving through that city on November 3 when he discovered that they were billed to a different destination. He turned the paper over to the agent, who forwarded it to its destination, De Soto, Ill.

Birmingham, Ala.

Writing in praise of Agent Ben Herring and the employes of the Birmingham station, an employe points out how the Birmingham station has come to the front since Mr. Herring was appointed agent, January 15, 1921.

First:—

Illinois Central uncollected, Jan. 1, 1921	$9,125.83
Illinois Central uncollected, Oct. 1, 1921	3,066.62
A decrease of	6,059.21

As this is a joint agency and comes under jurisdiction of Mr. Herring, the writer also reports the Central of Georgia account:

Second:—

Central of Georgia uncollected, Jan. 1, 1921	$4,969.90
Central of Georgia uncollected, Oct. 1, 1921	962.32
A decrease of	4,007.58

Third:—

Cost per ton of handling freight, Jan. 1, 1921	$0.81-9
Cost per ton of handling freight, Oct. 1, 1921	.62-7
A decrease of	.19-2

Fourth:—

Cost per expense and waybill, Jan. 1, 1921	$0.61
Cost per expense and waybill, Oct. 1, 1921	.38-5
A decrease of	.22-5

When Mr. Herring took over this station there was no employe who did not have more work than could possibly have been done in eight hours, the writer points out. Mr. Herring saw this at once and began to systematize the work. It was no time before he had lightened the work of each employe, and reduced forces in the meantime, and today there is more work being produced in eight hours than has ever been known in the history of the Birmingham station.

MEMPHIS TERMINAL DIVISION
Telegraph Department

H. J. Locke, 60 years old, lineman on the Cairo district for the past thirty-three years, died at Fulton, Ky., November 2 after an illness of about eight months.

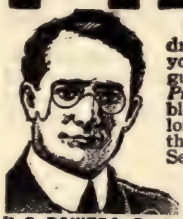
Lineman J. C. Campbell has been assigned to Fulton, Ky., on account of the death of H. J. Locke.

About 5:30 a. m., November 7, the station at Webb, Miss., was destroyed by fire.

Lineman Roy P. Shelton, working in the

Don't Suffer From

PILES



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CHICAGO

Cured His RUPTURE

I was badly ruptured while lifting a trunk several years ago. Doctors said my only hope of cure was an operation. Trusses did me no good. Finally I got hold of something that quickly and completely cured me. Years have passed and the rupture has never returned, although I am doing hard work as a carpenter. There was no operation, no lost time, no trouble. I have nothing to sell, but will give full information about how you may find a complete cure without operation, if you write to me, Eugene M. Pulien, Carpenter, 214 Marcellus Avenue, Manasquan, N. J. Better cut out this notice and show it to any others who are ruptured—you may save a life or at least stop the misery of rupture and the worry and danger of an operation.

Memphis terminals, fell from a pole in Nonconnah Yard November 15, but was not seriously injured.

Mechanical Department

William Wilson, erecting shop foreman, is taking an enforced vacation caused by a carbuncle on his left hand.

C. Harwood, machinist erecting shop, has been visiting friends in New Orleans recently.

The last baseball game of the season between the Memphis and Nonconnah shopmen at Gaston Park was won by the Memphis team, score 6 to 4.

Dan Bodamer, who was connected with the Illinois Central System at Memphis from 1913 to 1915, was accidentally killed November 7 while performing his duties in connection with train work of the Missouri, Kansas & Texas Railroad at Muskogee, Okla. Mr. Bodamer was a brother of E. Bodamer, superintendent of the Illinois Central terminals at Memphis. He left yesterday for Dennison, Texas, where the body of his brother will be taken for burial today. Mr. Bodamer is survived by his widow, whose home was in Dennison. He had been with the M., K. & T. Railroad since leaving Memphis in 1915. During the world war Mr. Bodamer served more than two years in the United States navy, being attached to the steamship Beaver. He was 36 years old.—Memphis (Tenn.) Commercial Appeal, November 8.

MEMPHIS DIVISION

W. B. Tucker, who has been promoted to locomotive engineer, but on account of slack business is running as fireman, on October 28 was firing engine No. 950, with Engineer H. L. Gear, when, just north of the Lambert, Miss., station, he noticed fire under the roof of a cotton seed house. He had the engineer stop the train, got out and awoke some people, and they put the fire out. The damage, therefore, was slight. Had this crew not taken this action, the fire probably would have consumed the cotton seed house and the gin adjacent, with the cotton. Mr. Tucker also, last spring, while off duty in North Memphis, noticed a fire at an oil mill there, called up the general yardmaster over the telephone, and had several freight cars moved before they burned.

VICKSBURG DIVISION

I. G. Cockerhan, employe of the Y. & M. V. Railroad, was fatally injured October 8, in the south yards at Cleveland, Miss. Mr. Cockerhan was coupling two cars when the engineer obeyed what he thought was a back signal. Mr. Cockerhan was caught between the two cars and every bone in his hips crushed. His crew secured a special train and rushed him to Greenville to the King's Daughters' Hospital. Medical attention was given promptly, but he died that evening. His mother, sister and brother, Doctor Cockerhan of Gunnison, were at his bedside. The body was sent to Liberty for interment.—Cleveland (Miss.) Enterprise, October 13.

NEW ORLEANS DIVISION

Mrs. F. W. Ross, agent at Clinton, La., who has been seriously ill at the Illinois Central Hospital, New Orleans, is now rapidly improving.

Conductor R. F. Roberts, incapacitated by ill-

Sloan's Always Relieves Your Rheumatism

Sloan's has been the old standby for all sorts of external aches and pains resulting from weather exposure, rheumatism, neuralgia, sprains and strains, lame back and over-worked muscles. Penetrates without rubbing.

At all druggists, 35c, 70c, $1.40

Keep it handy

Sloan's Liniment Pain's enemy

Stop!

JUST A MOMENT

Stop and think of this when you want real high grade jewelry at the right price. I invite your personal inspection of my stock and a rigid investigation of my methods. Should you wish to purchase a very fine diamond, allow me to compare quality and prices is all I ask. I guarantee every diamond I sell to be absolutely perfect or money refunded. Let me tell you about my high grade railroad watches and quote you prices.

Safety First and I. C. Buttons, gold only, $1.00 each

MILTON PENCE

High Grade Diamonds and Jewelry

Room 401 Heyworth Building

29 East Madison St., Chicago, Ill.

ness for the past month, is able to be about again.

The entire New Orleans division extends its sympathy to Conductor J. A. Mitchell, whose wife recently died.

The following promotions to the rank of conductor were authorized by Trainmasters F. H. Anderson and E. J. Redon: Flagman J. L. Gillis, T. B. Riggin, W. J. Thurman, F. E. James, D. J. McCubbin.

H. Darensborg, flagman, died in the Illinois Central Hospital, New Orleans, November 13, as the result of injuries received in an accident in the freight yards at Reserve La. His body was taken to Alford, La., for interment.

Night Yardmaster Lee Pierce of Baton Rouge, after a long and severe illness, has returned to work.

Miss Marie Daunoy, stenographer to General Yardmaster R. E. Prewett of Baton Rouge, La., was recently married to J. C. Burt, flagman. After their return from a short honeymoon, Mrs. Burt's associate workers presented her with a chest of silver.

A son was born recently to Mr. and Mrs. G. O. David. Mr. David is connected with the yard office forces at Baton Rouge, La.

Engineer Martin Rand was detached from road duty during the Cotton Carnival at Natchez, Miss., November 17, 18 and 19, to act as official lecturer in connection with the exhibition of the engine "Mississippi."

Major R. L. Montgomery, agent at Natchez, Miss., Clerks J. L. Schuchs, Fred Parham and Walter Alexander and Switchman Mandeville Phipps participated in the Armistice Day Celebration as members of the American Legion, also attending the sumptuous banquet which followed. Major Montgomery delivered an address at that brilliant function.

The Natchez Warehouse is now the proud possessor of a mascot in the form of a pigeon, which solemnly walked out of a Fayette car several days ago when the door was opened. The bird evidently likes its new quarters, for it has shown no disposition to leave and evidently figures on remaining as a permanent guest. Foreman Carney was in doubt at first whether to make an over report against Fayette on the pigeon, but he finally decided in the negative, as he thought possibly it might be disposed of elsewhere and the boys in the warehouse thereby lose their pet.

THE BEST THING WE HAVE COMES LAST

Cheer-makers in the homes of employes of the auditor of freight receipts, Chicago: (1) *Bruce E., 4, son of F. E. Bell;* (2) *Mildred, 2, daughter of Henry W. Nelson;* (3) *Ruth E., 7, and Hazel H., 2, daughters of H. H. Vale;* (4) *Bob, 2, and Jack, 4, sons of L. G. West, grandsons of C. B. West;* (5) *Elizabeth, 11, and Edna, 7, daughters of L. F. Hale;* (6) *Lenore, 9, and Dorris, 2, daughters of William Levin. Dorris is the one who swallowed the nickel.*

The Big Boss

Say, folks, did you hear what people all say,
Dad works for the old I. C.?
'Taint so, I know—no, 'taint that way—
My Daddy, he's working for me.

'Taint bosses and pay checks and 'ficiency stuff
Keeps Dad working hard without miss.
'Taint so, I know—say, 'taint pay enough—
He works for my hug and my kiss.

When I laughs and hollers and huddles and tickles
Dad works like it was all fun,
But when I gets sick or swallows a nickel
He drops all and comes home on a run.

—Clerk, Auditor of Freight Receipts.

ILLINOIS CENTRAL MAGAZINE

January, 1922

To All Officers and Employes of the Illinois Central System:

I send Christmas greetings and best wishes for the happiest holiday season you have ever had. I also wish to express my grateful appreciation for the faithful and efficient manner in which you have performed your duties throughout the year. You have not only maintained the high standard for which the Illinois Central System has become noted, but you have kept our railroad fully abreast with the best among American railroads in the quality of service rendered to the public.

I welcome this opportunity to pledge, with you, renewed loyalty, strength and patience in facing, for our railway system, and our country, the task that 1922 has set for us. May the ties which bind us closely together be strengthened in this season of good cheer.

Chicago, December 23 C. H. Markham

ILLINOIS CENTRAL SYSTEM
CENTRAL MISSISSIPPI VALLEY ROUTE

No C. O. D. Charges to Pay

Write for our Free Bargain Catalogue of men's, women's and children's clothing and shoes. All your clothing needs supplied on small monthly payments.

Coat has Fancy Silk Lining

Only **$1.00** *Down*

Brings You This Stunning

Rich Silk Seal Plush Coat

Send only $1.00 with the coupon for this handsome silk plush coat with big fur collar. Don't miss this splendid bargain. Send coupon.

Real Fur Collar

This smart, up-to-date sport model coat is made of rich, glossy, silk seal plush. The collar is genuine Manchurian fur, deep, silky, selected pelts. **Beautiful fancy silk lining.** Flannel interlined. Coat can be worn loose back or belted all round with self belt tying in sash effect in front. Length 36 in. Black only. Sizes 34 to 44 and Misses 16 to 20.

Order by **No. S-45.** Send **$1.00** with the coupon. **$4.85** monthly. Total price, **$29.95.**

Six Months to Pay

Buy the **Elmer Richards** way. Dress well and pay in small monthly sums. No charge for credit. This coat comes **on approval.** Money back if you ask for it. If you don't keep it you are not out a penny. Send coupon with $1.00 P. O. order or a dollar bill.

Send Coupon Now

Elmer Richards Co.

Dept. 4081 **West 35th Street, Chicago, Illinois.**

I enclose $1.00. Send **Seal Plush Coat with Fur Collar No. S-45.**

Size ..... If I am not satisfied wtth the coat, I can return it and get my money back. Otherwise, I will pay special price, **$29.95,** on your terms of **$1.00** with coupon, balance **$4.85** monthly.

Name.....

Address.....

P. O. .....

State.....

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VOLUME TEN NUMBER SEVEN

ILLINOIS CENTRAL MAGAZINE

JANUARY NINETEEN TWENTY-TWO

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Advertising rates upon application.

GEORGE M. CROWSON, *Editor.* CHARLES E. KANE, *Assistant Editor.*

President Appeals to Honor of Employes

Urges That Accusations Against Railroads Be Supported or Repudiated as to Our System

The following letter, addressed to the employes of the Illinois Central System by President C. H. Markham, was sent out December 20:

FOR a long time men who claim to represent you and your sentiments have been engaged in a campaign of abuse and vilification to discredit the managements of the railroads, including the Illinois Central System, in the eyes of the public. Your financial assistance, in the form of the dues and assessments of your organizations, has made it possible for these men to conduct their campaign of putting obstacles in the way of railway development. I cannot bring myself to believe, however, that the men of the Illinois Central System approve of this use of their money.

You surely will agree with me that the accusations made by these men whose activities your money makes possible are wholly inconsistent with the facts. As an example, take the case of Mr. Frank J. Warne, claiming to represent the train and engine service employes, who recently testified at great length before the Committee on Interstate Commerce of the United States Senate, making accusation after accusation without any evidence in support. He charged, among other things, that railway managements are profiting through contracts made at excessive prices with supply companies in which railway officers are financially interested; that railway managements are violating the law which prohibits the granting of rebates, concessions and discriminations; that railway managements are granting to favored shippers the use of free transportation in violation of law, and that false claims for loss and damage to freight are being paid to favored shippers. Not a shred of evidence was given in support of these accusations.

Offenders Are Numerous

Mr. Warne is not the only offender. Similarly unfounded charges have been made by Mr. W. Jett Lauck, who claims to represent the railway employes' department of the American Federation of Labor, in testimony before the United States Railroad Labor Board, and by Mr. Glenn E. Plumb, who calls himself general counsel of the Organized Railway Employes of America, in public speeches and articles in the paper called "Labor," supported by the contributions of or dues levied on railway employes, including yourselves. Some labor representatives for years have fought every effort on the part of the railroads for increases in rates—despite the fact that increases were needed to stabilize railway earnings so that employes might be assured of continued employment at good pay and under good working conditions—and have opposed policies designed to increase the efficiency of railway service.

I cannot believe that these men, calling themselves your spokesmen, reflect the true sentiment of the men of the Illinois Central System, who have worked with the management so faithfully and whole-heartedly in building up a railway system which we pride ourselves in believing is one of the greatest

railway systems in the world. But, frankly, I have been disappointed that these men have been permitted to continue to pour out unchecked torrents of false accusations without even a word of public protest from the men whom they claim to represent and whose money makes their activities possible.

I earnestly suggest that you consider seriously their charges. You are in a position to develop the truth or falsity of their statements as far as our railroad is concerned. If you find that their charges are true, I suggest that it is your duty to bring the evidence to my attention and to the attention of the public. If you find that the charges are false, I insist that it is your duty as honest men to make public disavowal of the men who thus misrepresent you.

Must Keep Our Record Clean

In no case did Mr. Warne exempt the Illinois Central System from his broad and general accusations, and it is to be assumed therefore that he included us. Many of you are in a particularly favorable position to learn whether excessive prices are being paid on our railroad for materials and supplies, whether we indulge in the unlawful practices of giving rebates, concessions and discriminations (which Mr. Warne says are "not confined to any group of railroads or any particular section of the country") or of granting free transportaton in violation of the law, or whether false claims are being paid as concessions to shippers. I believe there are no such cases on the Illinois Central System. If there are any, I earnestly beg you to bring them to my attention. I want to include in this invitation an earnest request that you bring to my attention any practice on the part of any representative of the Illinois Central System which is in violation of the code of ethics which should guide every honorable business man.

Our organization on the Illinois Central System is not perfect. I know of no human agency which is perfect. But I do have unbounded confidence in the honesty and integrity of the employes of our railroad. If there are any among us who by their acts are bringing us to discredit in the eyes of the public, it is our duty to get rid of them. We must stand before the public with clean hands.

All Officers Are Employes

One thing to be regretted about the irresponsible accusations of these men who claim to represent you is their attempt to create a breach between railway managements and employes. The term "railway officer" is a misnomer. All railway officers are employes. The officers of the Illinois Central System are men who have been selected from the ranks of employes to hold positions of greater responsibility and trust, but they remain employes. Loyalty is a common duty we all owe to the company that furnishes us with employment. We of the Illinois Central System have but one end to serve, to make this railway system of greatest service to the public. That should keep us bound closely together.

Unless the Illinois Central System prospers, its employes cannot prosper. We must do everything within our power to build up our railway system, and thus faithfully discharge the obligation we are under to serve the public with transportation. In doing that we shall build up that which will give us permanent employment and make our own future secure. If we fail to discharge this obligation, we are only bringing down our house upon our own heads.

I make this personal appeal to you because I believe, as I have said many times, that there are no more loyal and earnest men in the world than the men of the Illinois Central System. I am in sympathy with your ambitions for better conditions in life. Labor organization conceived upon a platform which will bring improvement in those conditions in the right manner has my whole-hearted approval. Organization which is founded upon any other platform is not worth while.

Supported Red Cross

The following letter from Vice-President L. W. Baldwin to Marquis Eaton, Chairman, Chicago Chapter, American Red Cross, 400 North Michigan avenue, Chicago, Ill., is self-explanatory:

"Enclose Illinois Central Railroad Company voucher No. 5627, in amount two thousand fifty-five and 31/100 dollars ($2,055.31), covering subscriptions made by employes of the Illinois Central Railroad in Chicago and Cook County to the Fifth Red Cross Roll Call."

Receipt was most gratefully acknowledged by Mr. Eaton, and to this Mrs. Frederick B. Countiss, chairman for the Loop, added her personal thanks.

They Go After Business at Jackson, Miss.

Live Organization Has Systematized Employe Solicitation of Traffic at That Point

WE are all familiar with the old wheeze about the small boy who took a pig in a sack to town to sell and who returned at night to the farm with the pig still in his possession. Being asked by his father why he had not made a sale, he replied: "Nobody asked me what I had in the sack." He had failed to advertise his wares at the market place; he had sat dumbly idle without an effort to offer his produce at the doors of possible purchasers.

In this respect he does not differ from others who have goods or service to sell, and who fail to call to the attention of the public those facilities or special features which make their wares attractive. In a traffic sense this becomes even more important when it is remembered that there are at junction points several railway lines, all of which can and do offer prompt, courteous and efficient service, all of which are openly desirous of securing both the inbound and outbound business of the entire community, as well the consumer as the producer. The Illinois Central System is well advertised; its service is wonderful, and the general public knows that fact; yet it is surprising how little effort the average shipper or receiver of freight will make to direct or divert his traffic to our line as against another, unless the matter is brought home to him by direct solicitation.

The Good Old Days Are Gone

Solicitation of competitive freight traffic as conducted today is almost an exact science. The old days have passed in which the solicitor could promise a preferential rate, a rebate under cover or unlimited passes, and John Barleycorn, as an induce-

Our traffic experts at Jackson, Miss. Standing, left to right: J. L. Morgan, agent; R. W. Hardin, general yardmaster. Sitting, left to right, the solicitation committee: C. H. Williams, Sr., claim clerk, chairman; E. E. Hardy, chief yard clerk; A. E. Wacaster, warehouse foreman; Homer Hill, cashier.

ment to the signing of routing orders, has been relegated to the rear. Today service, effectively presented and explained by the solicitor (and rigidly carried out by the railway organization), plus equal rates and, in a certain degree, plus the personality of the solicitor, forms the basis of all competitive solicitation of traffic, either freight or passenger.

No solicitor should promise more than his organization can perform; wild promises are dangerous, and one such broken promise is a boomerang; two boomerangs in the same place will effectually kill the business. Failure to reciprocate route orders by giving immediate and thoughtful personal attention and consideration to requests of the patron for tracing, for rate advices, for any reasonable information will eventually make the solicitor *persona non grata* to that receiver or shipper.

Ordinarily at the larger competitive points the traffic department has special representatives to look after solicitation and matters pertaining to movement of traffic. Since this is not the case at Jackson, Miss., traffic has to be looked after by the local agent and his organization. Out of this dilemma arose the theory and the subsequent practice of group solicitation by the employes of the agency.

Organized in March, 1921

This idea took concrete form in March, 1921. A meeting in the agent's office was attended by representatives of each department and division of the agency. It was realized at the outset that haphazard solicitation would be worse than useless, that shippers and receivers would soon tire of being solicited by half a dozen persons for the same shipment, that route orders must be carefully checked and promptly and properly placed to be effective. It was decided to form a committee to take the matter in charge, and out of this meeting grew the present Freight Traffic Solicitation Committee, consisting of Homer Hill, cashier; E. E. Hardy, chief yard clerk, and A. E. Wacaster, warehouse foreman. The committee chose C. H. Williams, Sr., as chairman.

All route orders and matters pertaining to this particular line of work are referred to the chairman, who carefully edits them, culling out duplicates, re-arranging routing directions to avoid impossible or impracticable routes or short haul junctions and routes where the rate is not applicable. After this is done, each order is forwarded to the proper traffic official in the territory in which the shipment originates, this transmittal being made on a specially prepared form of letter, a copy of which is retained for the traffic file.

Weekly Report Is Made

At the end of each week a report in the form of an itemized statement is made to Joseph Hattendorf, general freight agent, Memphis, Tenn., with a copy for T. J. Quigley, superintendent, McComb, Miss. This report shows in detail the name of the employe obtaining the routing, the name of the person or firm signing it, the address of the firm or corporation to which the order is directed and its location, the number of carloads included in the order and the class or commodity represented, a statement as to where the order was sent for placement and the date on which it was forwarded.

Preparedness

I have been thinking a great deal about preparedness, and have come to the conclusion that none of us is prepared for things as they sometimes come to us. In the late war, had we been prepared, no doubt the struggle would not have lasted so long as it did. This subject brings to my mind a story on preparedness.

An old negro came into a certain Kentucky town with a load of tobacco. After having it weighed and unloaded, he went to the office, where he was informed that, after the tobacco was weighed and stowed away, it was found the expense had overrun the worth of his tobacco some 59 cents. The bookkeeper said: "Well, Rastus, the next time you come to town just bring me a hen, and that will settle your bill."

The old negro left. In two or three days he was back. He went to the bookkeeper with a hen under each arm. The bookkeeper informed Rastus that he did not tell him to bring two hens, to which Rastus replied: "I know you-all didn't, Boss, but I has another load of tobacco."—B. RUNNALS, *Agent, Carbondale, Ill.*

In addition to this report, there is compiled weekly a statement showing the relative standing of each solicitor, who is in effect a competitor with every other employe. This report gives the number of orders obtained with the total number of cars involved, and is prepared separately as to carloads and less-than-carload orders. This "efficiency report" is placed on the bulletin boards of the freight office and the yard office. It acts as an incentive to each solicitor and in fact is an honor roll. A copy of that report for the work up to December 15, 1921, is presented herewith:

Carload Shipments

Name	No. of Orders	No. of Cars
J. B. Terry	90	967
G. H. Terry	15	780
C. H. Williams, Sr	132	546
J. L. Morgan	23	111
Lawrence Pridgen	26	99
James Elliot	10	89
Homer Hill	52	72
J. E. Canter	23	66
C. H. Williams, Jr*	35	65
Mrs. Lillie McDaniel	42	52
Mrs. Katie H. Lanier	14	38
Miss Mildred Garner	15	22
E. E. Hardy	10	20
L. C. Davis	7	17
B. V. Leonard	11	14
J. P. Martin	3	12
Miss Bonnie C. Barton	10	11
A. K. McNair	2	6
Thos. V. Shannon	4	4
D. S. Seibert	2	4
Charlton Roberts*	1	2
E. A. Taylor*	1	2
N. W. Latimer	1	1
W. G. Shotwell	1	1
A. E. Wacaster	1	1
	531	3,002

Less-Than-Carload Orders

Thos. V. Shannon	88
C. H. Williams, Sr	71
C. H. Williams, Jr*	45
M. C. Lemly	30
Mrs. Lillie McDaniel	14
J. E. Canter	4
Miss Bonnie C. Barton	4
Mrs. Sarah A. Gregory	2
James Elliot	1
Charlton Roberts*	1
J. L. Morgan	1
	261

*Now out of service.

The system works well. It must be effective, or the Jackson employes could not have obtained 531 carload orders covering 3,002 cars, and 261 less-than-carload orders since March, 1921.

Patrons Demand Service

The public has come to expect weekly visits from certain employes. The patrons even telephone in their orders with subsequent confirmation; they are receptive to any and all innovations as to route and service and seem to be well satisfied with the plan. This community solicitation, like every other system, is not all beer and skittles, however. You never receive "something for nothing." You cannot continually request routing orders without giving office service, as well as transportation service, in return. The Jackson employes find themselves called on for information and for special attention to little wants and difficulties more frequently than before, and they give that service pleasantly, promptly and willingly. A satisfied patron is the best advertisement, they feel. They prefer that a man should tell his troubles rather than nurse a grouch. As time goes on they find these wants become fewer and much more reasonable, and that an *esprit de corps* has been established between the patrons and the company's agency force which is strong and valuable.

The postal card system is not used at the Jackson agency. Solicitation is direct, personal and verbal. The employes go to the shipper or receiver as regularly as possible and make every effort to obtain something, no matter how little, at each visit. They also try to give some little service or assistance, no matter how small, with each visit. The results, as shown in the "efficiency report," seem to justify the efforts.

Some Examples of Success

Special attention might be directed to Thomas Shannon, a messenger. When delivering notices he always has a route order blank and will ask consignees if they will have another movement of the kind. In this way he has obtained eighty-eight route orders covering less-than-carload shipments and four carloads.

C. H. Williams, Jr., who left the service in September to enter the A. & M. College, worked on the expense bill desk. He frequently kept notes of shipments coming to the various consignees and would call on

them from time to time. He was successful, with a record of forty-five route orders covering less-than-carload shipments and thirty-five orders covering sixty-five carloads.

Considering the size of the city and the fact that the employes solicit the city only, and not a division, they feel safe in submitting their record to date to the Illinois Central family as a fair sample of what can be accomplished by systematic solicitation of competitive freight traffic by employes of an agency not specially trained for that purpose.

Routing Directions — Sheet No. 1
Jackson, Mississippi — Ic & yz mi Rds
Employes Office Yard Warehouse. — Week ending 1921

Secured by	Dept	Signed by	Addressed to	Located	Car Loads	Less Carloads	Description	Date

Weekly Report Form, Traffic Solicitation, Jackson, Miss.

Made a Saving by Turning Out the Lights

To practice economy, it is necessary to start with the little things first, for it is these that make the big things—and that is just what Birmingham, Ala., on the Tennessee division, is doing.

Each employe, when leaving his desk at lunch and in the evening, makes it a point to see that his light is out. In this way the Birmingham freight house saved, during the first eleven months of 1921, a total of $183.07, which is a 26 per cent decrease for 1921 from the first eleven months of 1920.

Just think what a saving this would be if every station could show as good a record, if not in light, at least in something just as small (or large)! The Birmingham employes say: "You ought to believe in letting your light shine just a little in front of the rest, but you don't have to burn electricity to do it."

The following comparative statement shows the decrease by months:

Month	1920	1921	Decrease
January	$ 80.73	$ 50.90	$ 29.83
February	85.59	49.10	36.49
March	63.00	41.81	21.19
April	42.48	31.82	10.66
May	34.56	25.11	9.45
June	30.64	20.44	10.20
July	30.06	17.96	12.10
August	32.81	19.04	13.77
September	35.38	20.87	14.51
October	43.97	25.18	18.79
November	50.09	43.91	6.18
Totals	$529.21	$346.14	$183.07

A NOTABLE RECORD

The trainmen and enginemen on the Birmingham district, Tennessee division, are much elated over the fact that they went through the entire month of November without having a train accident of any character, thereby having no damage to equipment, and no draw-bars pulled out.

A New Year's Message From President Harding

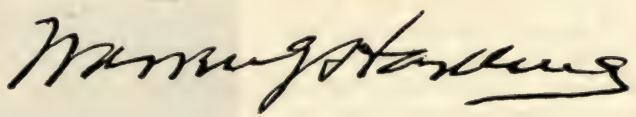
HERE on my desk I am keeping a photograph of a group of my old friends, taken on my front porch one day the past autumn. It has been a reminder and an inspiration to me many times, a reminder of the unlimited possibilities of American life, and an inspiration to all effort that those possibilities may be preserved and broadened. Let me point out some of them.

Here is a man who started life as a water boy on a railroad construction gang, became a telegrapher, and is now a captain of industry—head of a great industry which he conceived, built and controls.

Next to him is another with a like beginning; a poor boy who had little education and no chance but what he made for himself out of this country's opportunities. He is one of the most important railroad executives in Ohio today.

Here is one of the men who have made Marion; he was a farm boy in this county, didn't know what it would mean to have a dollar to spend freely. Now he is a dominating figure in one of the largest manufacturing industries in the state—an industry whose products go literally all over the world. Down in the bottom row is a young man who came up by the same route. He had nothing, and imagined himself well started toward success when he became a country telegraph operator and station agent while yet a mere boy. He has risen step by step to be, today, general manager of one of the country's great railroads.

So on through the list. No man in that group of nine, apparently, had an even start for success. They all knew the hard ways, the real privations. Their story tells us what America means and why we must make it continue to mean opportunities and inspiration and the reward of merit. Every work to that end is to be commended and encouraged.



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Via New Orleans—What It Means to Us

Our Storage Space at Stuyvesant Docks Will Accommodate 4,670 Carloads of Freight at Once

Think of one station that can store 4,670 cars of freight!—62 trainloads of 75 cars each!—or one trainload that would be 40 miles long! That is our storage capacity at Stuyvesant Docks, New Orleans. The port of New Orleans, the second port in the United States, is served with rail transportation very largely by the Illinois Central System. New Orleans is our port, our chief touch with the outer world whose commodities we carry. The way we handle this import and export business, our actual contact with the ships at Stuyvesant Docks, is outlined in the article presented herewith.

By FRED DE LONG,
Station Accountant, Stuyvesant Docks

STUYVESANT Docks at New Orleans, opened in September, 1895, cover a space 4,730 feet long and 150 feet wide, reaching from Louisiana avenue to Napoleon avenue, a distance of thirteen city blocks. The dock is built of steel, concrete and brick, all under one roof, and is fire-proof. The wharf is divided into eleven sections, sections 1 to 8 inclusive being divided by brick walls two feet thick. If the freight in one section should catch on fire, the fire could not spread to the rest of the warehouse on account of these brick walls.

Can Handle Largest Steamers

The dock is built out over the Mississippi River for a distance of twenty feet, and at low water the depth along the dock is from twenty-five to fifty feet, allowing the largest steamer entering this port to dock any time during the year.

The warehouse, or dock, is equipped with eleven electric derricks and one large steam locomotive crane. It is also equipped with electric trucks and conveyors, as well as special equipment for handling large machinery, logs and marble across the wharf in any berth. The wharf will accommodate eleven of the largest vessels at one time, and if the wharf were loaded to capacity it would hold 1,050 cars of freight.

About two hundred feet back from the dock are two grain elevators. Elevator D, with a capacity of one million bushels of grain, and Elevator E, with a capacity of one and a half million bushels of grain, can, under normal conditions, unload two hundred cars of grain in ten hours. There are belts, or conveyors, running from Elevator E over the top of the docks through which four vessels can load grain at the same time at the rate of 80,000 bushels an hour. From Elevator D three vessels can load at the same time at the rate of 60,000 bushels an hour. In all, seven vessels can load grain at the same time at the rate of 140,000 bushels an hour.

These elevators are connected by a steel gallery and reversible belt which can handle 25,000 bushels of grain an hour, thereby avoiding the moving of vessels from one elevator to the other when their cargo con-

Agent A. E. Scaife

sists of grain from both elevators. These elevators are equipped with driers, circular cleaners, clippers, etc., for reconditioning grain. When running to capacity, they can handle from cars to vessel ten million bushels of grain a month. If the elevators were loaded to capacity, they would hold 2,500 cars of grain at one time.

Add Three Large Warehouses

Next to, and parallel with, the docks are two steel and concrete warehouses known as Warehouse No. 30, which is 1,200 feet long and 100 feet wide, and Warehouse No. 31, which is 1,000 feet long and 100 feet wide. Warehouse No. 30 is divided into ten sections, each section 100 feet by 120 feet, separated by fire-proof walls. This warehouse will hold 18,000 bales of cotton, stored for access to any specific lot at any time; or it will hold 10,000 hogsheads of tobacco, tiered three hogsheads high; or it will hold 240 cars of miscellaneous cargo in carload lots.

In Warehouse No. 31, 140 feet at the east end is used as an office. This warehouse will hold 12,000 bales of cotton, stored for access to any specific lot at any time; or it will hold 7,000 hogsheads of tobacco, tiered three hogsheads high; or it will hold 180 cars of miscellaneous freight in carload lots.

Along Tchoupitoulas street, from Louisiana avenue to General Taylor street, a distance of seven city blocks, is Warehouse No. 32, which is 2,290 feet in length and varying from 88 feet wide at Louisiana avenue to 180 feet wide at General Taylor street. This warehouse is divided into nine sections, all sections separated by fire-proof walls. The largest section has a floor space of 50,000 square feet.

Storage for 40 Miles of Freight

This warehouse is used principally to handle cotton shipped to New Orleans for local delivery. It will hold 35,000 bales of cotton, stored for access to any specific lot at any time. During the dull cotton season this warehouse is used to store nitrate of soda, sisal and tobacco. This warehouse, when loaded to capacity, will hold 700 cars of freight.

If the docks, warehouses and elevators were loaded to capacity at the same time, they would hold 4,670 cars of freight, or 62 trainloads of 75 cars each. If these cars were all placed in one train at the same time, the train would be about 40 miles long. The docks are so situated that a steamer can take on round cargo and bulk grain and coal up at the same time.

Some sizable steamers load and unload freight at the docks. One steamer, the latter part of October, took on 175 carloads of wheat, equivalent to two trainloads of 87 cars each. From the largest banana boat entering the port 145 cars of bananas are unloaded, equivalent to two trainloads of more than 70 cars each.

Since the station opened as a regular agency, August 10, up to the close of October, 23,959 cars of freight were handled, amounting to 314,628 tons.

A Big Job for One Man

The employes at this station lay claim to the fact that these are the largest dock and warehouse facilities under the supervision of any one man in the United States.

The man in charge is the agent, Arthur E. Scaife. Mr. Scaife, who was born March 7, 1867, at Hernando, Miss., started his railway career with the old Mississippi & Tennessee Railroad (now the Illinois Central) in 1885 at Memphis, Tenn., as collector. Afterward he served as receiving and cotton clerk until November, 1892, when he was transferred to New Orleans as cotton clerk. He was transferred from his work as cotton clerk to be in charge of the Southport Yards of the Illinois Central and Y. & M. V. until 1895. He was placed in charge of Stuyvesant Docks as wharfinger that year, the day they opened. In 1911 Stuyvesant Docks were made a limited agency, and Mr. Scaife was appointed as agent. He is now joint export and import agent.

August 10, 1921, Stuyvesant Docks were opened as a regular station, or agency, for the handling of export and import freight only, in carload lots. This work was formerly handled by the New Orleans local freight office. Since the separation and transfer on August 10, I am reliably informed, New Orleans is the only city on the Illinois Central where two large, separate and distinct stations, or agencies, are maintained, and also that the warehouse at this point is the largest on the Illinois Central.

A Wonderful New Office.

A large new office was built at this station in the south end of Warehouse No. 31. The office is all on the ground floor and has

a floor space of 12,000 square feet. It is very light, as the east and west walls are composed of nothing but windows. The window frames and sashes are made of steel, and the office is fireproof throughout. There is no doubt that this is one of the finest and best-equipped railroad offices in the country.

There is a mahogany finished counter 5 feet wide and 55 feet long, over which the public transacts business. The office is well supplied with electric fans, and there is running ice water all the time—city water, which never comes in contact with the ice that cools it, as the water runs through coils packed in ice under the ground. Each clerk has a steel locker for his own use. The windows are screened with copper wire screening, and likewise the doors, for protection from the galinippers which are so plentiful and such a pest in this part of the country.

Mr. Scaife, as explained, has been here for many years, ever since the opening of Stuyvesant Docks. The chief clerk, W. H. Powers, likewise has been here a number of years. When this station was opened August 10 to handle accounts, F. De Long was transferred from the Chicago, Ill., local freight office as accountant, and E. M. Blanchard was transferred from the New Orleans local office as cashier.

The Elevators at Stuyvesant Docks

Some Self-Education in Salesmanship

By H. O. DAHL,
General Yardmaster, Waterloo, Iowa

Some time ago a request was made by our president, Mr. Markham, that each employe obtain one carload of freight. I am sure Mr. Markham, in making this request, did not have in mind only the purpose of finance from the railway standpoint, but also the education of the average employe.

If you have not obtained a car of freight, do so and learn the tact of meeting a commercial man and the act of approach. Let him educate you in the fine points of salesmanship. We are all salesmen, selling all that we, as a railroad, have for sale—transportation and service.

In soliciting freight, you should first get as much detail as possible covering the concern you are about to call on, the amount of business it is doing and the proportion your railroad is obtaining. You should have with you data, as far as possible, as to the patronage the concern is receiving from our employes, etc.

In a larger terminal you should get the number of employes enrolled or living in

that city, the amount of the monthly payroll and the money the railroad has invested in the town, in order to give you an idea what the railway company is leaving in the community in the way of salaries paid out. A good way to assemble this is through a special committee, when possible—or better still, an active organization of solicitors formed for this purpose, with officers elected to handle all detail in a practical manner.

The writer is sure that any employe taking an active part in solicitation will find the experience pleasing and educational. You will find the average person solicited very much interested and pleased to learn that you are taking a personal interest in his business as well as that of the railroad, and this will develop a pleasant relationship among the employe, the patron and the employer.

Strive not to let any freight go out of your own town unless it moves on your own railroad and also strive not to let any freight come into your town on other than your own line. If it does, in a very diplomatic way endeavor to find the cause therefor. In this way, you may be able to rectify imaginary grievances, which will result in our obtaining the business.

Take an interest in your railroad. Obtain business and see the result. You owe it to the company, as the company's business means your bread and butter.

Great Economy Lies in Heavy Loading

It cost the Illinois Central System $89,726.60 more in transportation expense to handle its carload freight traffic in November, 1921, than it would have cost if the average loading of cars had been the same as in November, 1920, according to an estimate prepared by R. B. Goe, supervisor of weighing and inspection.

Mr. Goe's report is a summary of his reports on the loading of cars by commodities on each division, as obtained from the agents' reports of car capacity utilized. He estimates that as a result of the heavier loading of some commodities by divisions the system was relieved of performing 7,283,920 gross ton miles of service, with a saving in transportation expense of $36,419.60. Offsetting this, however, is the information that the failure to load some commodities as heavily made it necessary for the system to perform 25,229,240 additional gross ton miles of freight service, at an increased transportation expense of $126,146.20.

The following report by divisions shows the increased transportation expense caused by the falling off in the carload of some commodities, the decreased transportation expense occasioned by the heavier loading of other commodities, and the net increase or decrease in transportation expense charged to each division:

Division	Increased Transportation Expense	Decreased Transportation Expense	Net Increase
Chicago Terminal	$ 34,389.60	$ 1,584.80	$32,804.80
Illinois	2,060.80	865.20	1,195.60
St. Louis	798.00	6,921.60	*6,123.60
Springfield	2,895.80	6,386.80	*3,491.00
Indiana	5,426.40	1,870.40	3,556.00
Wisconsin	5,079.20	971.60	4,107.60
Minnesota	3,315.20	798.00	2,517.20
Iowa	2,704.80	2,279.20	425.60
Kentucky	8,806.00	277.20	8,528.80
Tennessee	3,418.80	1,607.20	1,811.60
Mississippi	5,339.60	1,024.80	4,314.80
Louisiana	1,943.20	1,624.00	319.20
New Orleans Terminal	5,614.00	963.20	4,650.80
Memphis Terminal	23,508.80	918.40	22,590.40
Memphis	7,414.40	2,884.00	4,530.40
Vicksburg	1,433.60	4,743.20	*3,309.60
New Orleans	11,998.00	700.00	11,298.00
Total	$126,146.20	$36,419.60	$89,726.60

*Indicates net decrease in transportation expense.

Illinois Central System Ready for the Tasks of 1922

The beginning of a new year is a time when we pause to review what has transpired in the year just ended, seeking to gain from our reflection something which will be of value in deciding our future course.

The eventful year through which we have just passed has been particularly marked by restrictive economic demands upon the railroads. We entered the year full of hope that the business depression which had set in would soon spend its force and that business would again go along normally, but that hope failed to materialize. As a result of the falling off in business, the railroads as a whole during the first nine months of the year earned a net return equivalent to approximately 2.9 per cent upon their valuation—a return barely sufficient to pay interest on outstanding bonds, with no allowance for compensation to the owners. The improvement in net earnings during the latter part of the year has been slow, and in many instances it has been brought about only at the sacrifice of badly needed maintenance expenditures. A demand for reduced railway rates, in the face of the failure of the railroads, as a whole, to earn a net return sufficient to their needs, also was restrictive in the uncertainty it created.

In spite of these influences, however, the railroads have given adequate service at all times. We should not be discouraged by the present situation, unfavorable as some of its aspects may be.

We should like to give you in this review a statement of how the Illinois Central System has accounted for itself during 1921, but at this time we have complete information covering only the ten months to November 1.

During the first ten months of the year, the Illinois Central System performed a freight service equivalent to carrying 10,286,296,822 tons of freight one mile, as compared with 13,200,197,416 net ton miles in the first ten months of 1920. During the first ten months of 1921 we performed a passenger service equivalent to carrying 642,365,624 pas-

sengers one mile, as compared with 859,526,161 passenger miles in the first ten months of 1920. This decrease in business is reflected in the gross earnings. For the first ten months of 1921 we had a gross income of $135,926,186, which was $6,615,074 less than the gross income of the corresponding period of 1920.

Through drastic reductions in our expenditures, we ended the first ten months of 1921 with a net income of $7,772,154. Approximately $6,375,600 was required to pay dividends on stock for the ten months period, leaving a balance of $1,396,554 for improvements in our properties. However, during the ten months of this year covered in this report we spent a total of $16,284,809 for new equipment, over and above amounts spent in the repair and maintenance of equipment, and a total of $6,614,782 for permanent improvements to roadway, over and above expenditures for maintenance. This total new investment of $22,899,591 exceeded the amount we had left over after paying expenses and a return on investment by $21,503,047, which had to be borrowed.

We entered the year with 57,081 employes, but the drastic reductions in force made necessary by the great decline in business cut the number to 48,649 in February. Since that time there has been a steady gain in the number of employes. When it became known that a reduced scale of wages would become effective July 1 through the ruling of the Railroad Labor Board, we immediately laid plans for large increases in our forces, with the result that by October we had a total of 60,388 employes in all departments.

In spite of the depression, the Illinois Central has made a creditable showing. One reason for this has been that our employes have striven at all times to perform their service to the public in that efficient and courteous manner which marks our organization. To them belongs much of the credit for what we have accomplished.

We take the position that we are but the trustees of a great investment which has been made in this agency of transportation, and that we are responsible to the public for our stewardship. We call the public's attention to the events of the year, and give our pledge that we shall strive to our utmost to make of 1922 a year of still greater successes. To that end we seek your confidence and good will.

Constructive criticism and suggestions are invited.

C. H. MARKHAM,

President, Illinois Central System.

The Benefits of Treating Boiler Waters

On One Job, Five Engines Now Do the Work That Six Did, and Coal Saving Is 25 Per Cent

By C. R. KNOWLES,
Superintendent, Water Service

WATER is treated by the lime and soda process at twenty water stations on the Illinois Central, and mud and suspended matter are removed from the water by filtration at three stations. In addition to this, water from approximately seventy stations is treated by the interior method, which consists of applying chemicals direct to the water in the engine tenders or boilers.

The total investment in lime and soda treating plants is $247,801; in filter plants, $52,438. A total of 1,150,000,000 gallons of water is softened annually with lime and soda ash, and 481,000,000 gallons are filtered. The annual cost for operation and maintenance of softening plants is $90,000, while the cost for the operation of filter plants is $9,500. These figures including interest and depreciation charges. A total of 200,000 pounds of chemicals is used annually in interior treatment at a cost of $20,000, which makes the total cost of water treatment for locomotives $119,500 a year.

It is obvious that material results must be

Good water helps us maintain our on-time record.

Good water makes possible the movement of high-class perishable freight without delay.

obtained from the use of treated water in locomotives to justify this expense. Capitalized at 6 per cent, it is equivalent to an investment of nearly $2,000,000.

Saving at 15 Cents a Pound

While the benefits from water treatment are generally admitted, they are chiefly of an intangible nature and difficult to convert into direct financial returns. As a result of the difficulty of placing a direct value upon the numerous benefits derived from treating water, the saving is usually arrived at by placing a certain value upon the removal of impurities by treatment in water softening plants. Fifteen cents is generally accepted as representing the aggregate saving effected for each pound of scale-forming material removed from the water. This figure is used in arriving at the net saving in the following table showing the operating results from water softening plants on the Illinois Central during 1920:

Plant	Source of Supply	Number Gallons Pumped	Lbs. of Solids Removed Per Year	Saving at 15c Per Lb. Solids Removed	Cost of Treatment	Net Saving Per Year
Freeport	River	255,021,000	433,535	$ 65,030.25	$ 12,952.70	$ 52,077.55
Lena	Wells	22,810,000	72,307	10,846.05	1,698.73	9,147.32
Scales Mound	Wells	39,508,000	108,252	16,237.80	2,038.05	14,199.75
Galena	River	42,950,000	124,984	18,747.60	2,147.55	16,600.05
Dubuque	River	78,000,000	67,860	10,179.00	7,631.67	2,547.33
Peosta	Well	30,547,000	51,624	7,743.60	1,624.83	6,118.77
Dyersville	Well	12,889,000	27,582	4,137.30	1,225.00	2,912.30
Manchester	River	72,875,000	83,077	12,461.55	2,219.81	10,241.74
Independence	River	35,740,000	34,667	5,200.00	3,062.62	2,137.43
Waterloo	Wells	184,000,000	704,720	105,708.00	11,633.03	94,075.00
Charles City	Wells	6,600,000	8,844	1,326.60	1,814.55	* 487.95
Osage	Well	15,000,000	78,000	11,700.00	2,992.48	8,707.52
Mona	Well	12,000,000	31,200	4,680.00	2,161.69	2,518.31
Marcus	Well	7,269,000	28,639	4,295.85	1,970.48	2,325.37
Cherokee	River	60,000,000	139,800	20,970.00	7,164.06	13,805.94
Merrill	Well	5,094,000	13,753	2,062.95	1,728.34	334.61
Haldane	Wells	26,238,000	22,827	3,424.05	1,820.69	1,603.36
Mendota	Well	23,319,000	23,085	3,462.75	1,780.59	1,682.16
Decatur	River	55,924,000	83,888	12,583.20	6,199.66	6,383 54
Carbondale	River	163,586,000	408,965	61,344.75	15,818.32	45,526.43
	Totals	1,149,370,000	2,547,609	$382,141.35	$89,684.85	$292,456.53

*Cost of treatment in excess of saving.

What Mud Removal Means

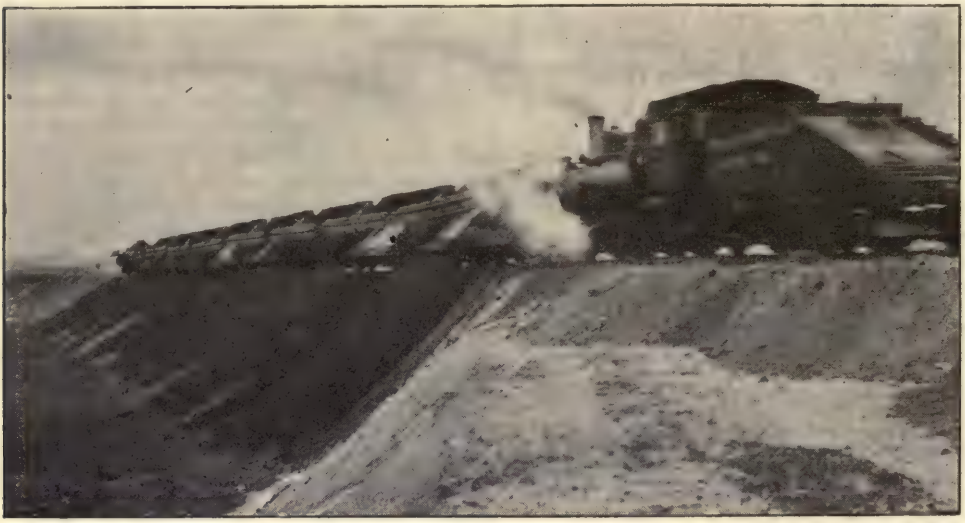
The saving effected by the removal of mud is dependent to some extent upon the prevention of scale formed either by the mud alone or in combination with scale-forming solids in solution in the water, but the chief saving through mud removal is in the increased time a locomotive may be operated between wash-outs, the prevention of foaming through accumulation of mud, the impossibility of mud burns and the decreased cost of boiler washing.

Mud is a fruitful source of trouble in locomotive boilers and is always a menace to the proper operation on account of the foaming and the danger of burning the boiler if the mud is allowed to accumulate on the sheets. In order to safeguard against these troubles, it is necessary to wash the boiler every one to three round trips where extremely muddy water is used, while by removing the mud from the water before it enters the boiler the wash-out period may be extended to six or eight round trips or longer, depending upon the service in which the locomotive is used, the quantity of matter in solution in the water, and the amount of blowing-off done.

The rivers of the South and Middle West often carry 5 or 6 pounds of suspended matter per thousand gallons during the periods of high water, which means that a locomotive may take into its boiler 100 to 120 pounds of mud on one trip.

Paid for Itself in Two Months

The treating plant constructed at Homewood, Ill., for treating the water used by the Walsh Construction Company in grading the new Markham Yard is an example



The Homewood treating plant made it possible for five of these engines to do the work of six engines using bad water.

showing concrete results of water treatment.

The equipment used by the contractor consisted of two steam shovels, six locomotives and two hoisting engines. The saving effected by the treatment in less than two months was equal to the entire cost of the water-softening plant and presents an unusual demonstration of the value of water treatment. This demonstration is especially conclusive because the isolation of the equipment limited its supply of water to a single source and because the record of performance gives a check not only on the total quantity of fuel but also on the relative amount of fuel used per unit of equipment performance.

The contractor found the water upon which he was dependent for his water supply so unfit for use that it caused serious difficulty in the operation of equipment. As a result, a water-softening plant was installed which treated all the water used in the boilers after October 27, 1918. Records of the fuel used before and after the installation of the softener constitute the basis for the conclu-

Good water increased the efficiency of this shovel 33 *per cent.*

sions reached with regard to fuel economy.

From September 6 to October 27, 1918, there were 650 boiler shifts, in the course of which an average of 4.2 tons of coal per boiler shift was used. Considering this, with the quantity of earth moved by the contractor during this period, the cost of the coal per cubic yard of earth handled amounted to $0.0306 per cubic yd. For about two months following the installation of the water softener the coal consumed decreased to 3.1 tons per boiler shift, resulting in a cost of only $0.0204 per cubic yard of material graded. In this case 25 per cent of the coal per boiler shift was saved through the treatment of water, and operating conditions were improved to such an extent that the cost of fuel per cubic yard of material graded was reduced 33 per cent.

What the Benefits Are

The benefits of water softening are not alone from a financial standpoint; they are represented in improved operation of locomotives; more satisfactory train service; shorter time required for engines to cover the road, on account of fewer engine failures and delays on account of leaking; longer time at terminals, which means more time to work on the engines, with the result that the engines are kept in better condition and less coal is consumed, other conditions being equal, because the engines are fewer hours on the road.

Prevention of incrusting matter on the flue and fire-box sheets means higher evaporative power for the fuel consumed and fewer relief engines to protect the movement of important passenger, mail and stock trains. Good water not only benefits the railroad but is also a direct benefit to the train and engine crew, and in fact to all who have to do with locomotive and train operation.

1922—A New Page in Our History

BASEBALL CHAMPIONS OF 15 YEARS AGO

This is a photograph of the Illinois Central Local Office baseball team at Chicago in 1905. *This team won the railway championship in* 1905, 1906 *and* 1907. *The following players are still employed at the South Water Street Station: No.* 1, *Gus Quater; No.* 2, *V. G. Soper; No.* 3, *Robert McCullough; No.* 4, *Dan Begley (bat boy).*

The Motor Truck, Aid to Transportation

President C. H. Markham, However, Names Some of Its Drawbacks in a Speech to Peoria, Ill., Club

THE proper development of the motor truck as a common carrier on the public highways, in line with the nation's whole transportation problem, is desirable, President C. H. Markham of the Illinois Central System declared in an address December 8 before the Transportation Club of Peoria, Ill. It is one phase of providing the public with adequate, efficient and economical transportation service, he said.

Mr. Markham devoted his address to a discussion of the problems of transportation in their three phases, with respect to the rail, water and motor truck carriers. Speaking of the use of motor trucks in common carrier service, he said, in part:

The Motor Truck's Place

"The use of the motor truck was given considerable impetus during the war, when the demands of traffic were greater than the railroads were able to handle. Since the war there has been a decided falling off in the use of trucks, especially in the Middle West, as rail transportation has been found cheaper, more efficient, and, on the whole, more feasible. I believe the future of the motor truck will be found in taking from the railroads the burden of excessive short hauls and thus also lessening switching and terminal movement. I do not foresee the development of the motor truck as a real competitor of either the railroads or the waterways in long hauls.

"The greatest use of the truck as a common carrier has been developed in the large cities and their environs, in some sections of the East and in some places on the Pacific coast. Plans were under way in October and November, 1918, to extend the use of trucks in the Chicago district considerably, should the war continue many months longer with its burden upon the lines of railway communication. Those plans were abandoned following the armistice, because the motor truck had not yet proved its ability to handle quantities of traffic more cheaply than they can be handled by rail.

"With this premise, therefore—that the motor truck has a definite place in the transportation field, that of supplementing the service of the rail and water carriers—allow me to raise for your consideration a few points which have an important bearing on the subject of its relation to the problem of transportation.

For Equality in Restrictions

"I have made the point that, in justice to the railroads and the users of their service, the waterway transportation agencies must be made to bear the cost of operation and a fair proportion of the cost of providing the facilities. The same thing is true of the use of motor trucks as a common carrier industry. Unfortunately, there have been few experiments which give us definite information on the actual costs of truck service. Where trucking companies have made rates which take business from the railroads, and they have seemingly prospered for a short time, many of them have ultimately failed. The trucking companies have this advantage, of course: They are not surrounded with the restrictions and limitations which are placed upon the railroads; they are not required by rigid laws and the binding regulations of constituted agencies to maintain certain services. They have no Eight-Hour Law, no national rules and working conditions for their employes, fixed without their consent by the leaders of highly unionized forces and a paternalistic government. It is not beyond the range of human imagination that they will be bound down by such restrictions, if they continue to operate as common carriers. When they are, will they then be able to make rates which will compete with the rail carriers?

"And if they are allowed to become a definite part of the general plan of providing transportation service, should they not be operated on a parity with the other agencies of transportation? Is it fair to tell the railroads that eight hours shall be the basic day, with cumbersome and costly restrictions upon operation in the sixteen other hours of the twenty-four, and not tell the

trucking companies the same thing? Is it fair to tell the railroads what service they must give, what rates they must charge, what wages they must pay their employes and what conditions their employes shall work under, and not place the same restrictions upon their competitors?

All in the Same Boat

"I do not plead for a subjection of the trucking companies to the same drastic restrictions the railroads are *now* subjected to. I have seen the economic loss which such a system produces, and I would plead, rather, that all the agencies of transportation be relieved of it. But I do present for your earnest consideration that the railroads, the waterway carriers and the trucking companies—all engaged in transportation—should be treated as nearly alike as possible. It is not fair to surround the railroads with cumbersome restrictions and place no restrictions whatever upon the other agencies of transportation.

"Another phase of the situation with respect to the use of motor trucks as common carriers, is this: The railroads are required to build and maintain their roadways, assessing against the cost of service a return upon investment and the cost of maintenance and replacement. The trucks, on the other hand, are furnished without charge other than small license fees the use of the public highways, built with public funds.

Wear and Tear on Roads

"It might be said that the highways are there, that they are built primarily for the service of the people as a whole, that they will be maintained regardless of their use in truck traffic, and therefore any effort to make the trucking companies bear an adequate portion of the cost would be unfair.

"While hard-surfaced roads are built primarily for the use of the people as a whole, every road constructed is planned with the view of bearing the traffic which is expected to pass over it. A road of sufficient strength to bear the wear and tear of freight-carrying motor truck traffic costs considerably more than a road of the strength to withstand otherwise normal usage. Mr. L. S. Sadler, Commissioner of Roads of the State of Pennsylvania, testifying before the Committee on Roads of the national House of Representative, December 15, 1920, declared that roads in Pennsylvania of sufficient strength to withstand the wear and tear of heavily loaded motor trucks cost the state $60,000 a mile during 1920, and he estimated that the cost of such roads in 1921, with reduced labor and material cost, would be between $50,000 and $55,000 a mile. Further than that, he testified that the annual cost of maintenance of such roads under the wear and tear of truck traffic averaged $5,000 a mile.

Comparison of Capitalization

"I ask you to compare this initial cost with the cost of building and equipping the railroads of the United States. The capitalization per mile of American railroads is lower than the capitalization per mile of the railroads of any other principal country in the world.

"The following are the latest figures available on the capitalization of railroads per mile:

Belgium	$216,143
France	150,439
Japan	99,184
Germany	120,049
United Kingdom	275,590
United States	72,106

"While the hard-surfaced roads built in Pennsylvania in 1920 to withstand the wear and tear of heavy truck traffic were constructed at an initial cost of $60,000 per mile, the railroads of the United States, including their equipment, roadway and all investments, cost less than $73,000 a mile. And the $60,000 is shown to be only the initial cost, with yearly expenditures for maintenance running at the rate of $5,000 per mile and the need for entire replacement within a few years.

Hard Roads in New England

"I want to quote on this subject the following from an article by Mr. Philip Cabot, a Boston business man, which appeared recently in the *Atlantic Monthly:*

"'Every abuse carries its penalty. The penalty for this abuse of our roads will be a heavy one, which the tax-payers must pay. The Commonwealth of Massachusetts has spent more than $25,000,000 of the tax-payers' money in road construction, much of which has already been ground to powder under the wheels of the five-ton truck; and the damage must today be repaired at perhaps double the former cost. Our state tax has mounted, in recent years, by leaps

and bounds; the contribution of the truck-owner to the cost of road contsruction is so trivial, that most of the burden will fall upon the tax-payer, on whose now over-loaded back a huge additional levy is apparently about to fall at the very moment when he is expecting relief. And make no mistake as to who must bear the burden. The old notion that a tax could be pinned upon one class has vanished into thin air. We now realize that it is not the capitalist who pays the tax, or the manufacturer. It is the man in the street who pays the tax, in the increased cost of everything he buys. He pays the bill for every waste of public money.'

Roads Not Built for Trucks

"Mr. Cabot then goes into operating costs and arrives at the conclusion that the people of Massachusetts, by the expenditure of more than $10,000,000 annually on building and maintaining highways, can build up a system of transportation whose operating costs will be prohibitive:

" 'This conclusion does not imply that the policy of the Commonwealth regarding the construction of state roads has been unwise. On the contrary, such construction, properly planned and administered on the basis of payment by the automobile of its share of cost and maintenance, through a system of registration fees, is sound and popular. But these roads were designed for relatively light traffic; their foundations and bridges are wholly inadequate to withstand the blows of a five-ton truck, and their use for freight service of this character is wantonly wasteful. The $25,000,000 investment of the tax-payers' money is being destroyed by a use that was never intended. Your pocket knife makes a poor claw-hammer, to say nothing of the effect on the knife.'

"As further testimony on the wear and tear of trucks on the roads permit me to quote the following from an article by Mr. H. S. Fairbank, Senior Highway Engineer of the Bureau of Public Roads, in the Yearbook of the Department of Agriculture, 1920:

Measuring Force of the Blow

" 'The blows a motor truck delivers to a road, like the shells a big gun hurls into a fortress, can be withstood only if the force of the impact is accurately known in advance and provided for. The first move in solving the problem of road building for motor truck traffic was to find out how much force the truck puts into a blow . . . . It has been found that a five-ton truck equipped with solid rubber tires and traveling at a speed of 15 miles per hour, striking a surface depression only one-quarter inch in depth, delivers a blow to the road equivalent to four times its actual weight.'

Would Adopt the Waterways

"I do not bring up this phase of the question to cite an argument against the proper development of the motor truck as a common carrier. As I said, I believe it has its proper field, in the short hauls which it can perform with a door-to-door delivery. But I ask you to consider whether the industry should not be made to carry itself and to pay its proportionate cost of building and maintaining the facilities offered it by the public."

Mr. Markham urged that experiments to determine the feasibility of inland waterways be given a fair trial. If they prove that particular waterways should be made a part of the transportation plans for the country, the railroads should not be barred from operating boat lines as co-ordinate parts of their services.

Rail and water carrier services are not fundamentally competitive, Mr. Markham said. A recognition of that fact allows railway men to take a broader view of the question of developing waterways.

A resume was given of railway affairs as they exist now with respect to the failure of the roads to earn the net return which the Transportation Act contemplates they should earn.

In speaking of the need for further reductions in the cost of operation, he said, in part:

Skimping Has Been Necessary

"During the nine months ending September 30 the enormous slump in traffic naturally brought a decrease in transportation expenses, but we find that while transportation expenditures fell off 18.9 per cent, as compared with the first nine months of 1920, expenditures for maintenance of way and structures fell off 27.1 per cent, and expenditures for maintenance of equipment fell off 19.6 per cent. This reduction of maintenance expense must be considered in the light of the fact that maintenance requirements this year were the greatest ever

known. Practically all of this maintenance work will have to be performed during the coming months, in addition to normal maintenance requirements. Holding maintenance expenditures down, therefore, is not a saving; it means merely awaiting the availability of ready cash. So it will be seen that even the small net return which the railroads earned during the nine months ending September 30—a return barely sufficient to pay the interest on their outstanding bonds, with no allowance made for dividends—was realized only at the expense of putting off expenditures which are going to have to be made as funds become available.

"It must be borne in mind, in any consideration of the railway problem, that the railroads did not profit, as many industries did, during the war period. Many industries were enabled to lay by profits during the war period which permit them now to take their losses in readjustment without endangering their soundness as business institutions. The railroads, however, were operated by the government under a provision which guaranteed to them the average earnings of three pre-war years, a rate of slightly more than 5 per cent on property valuation. It is worthy of note that these obligations remain, in a large part, still unpaid, but the point I wanted to make is that the railroads were not permitted to lay by in surplus funds an amount sufficient to tide them over such a period of readjustment as we have been passing through. As a result, railway credit is seriously impaired.

Earnings Not Guaranteed Now

"The government recognized this disadvantage at which the railroads were placed in facing readjustments when it created the six months' guaranty period, extending from March 1 to August 31, 1920. But since August 31, 1920, no guaranties of any kind have been in effect and the railroads have been earning, as before pointed out, less than one-half the return which the law prescribes as fair and reasonable.

"The need for further reductions in the railway payroll is readily apparent upon an examination of information on increases in the payroll. In 1916 the railroads paid a wage bill of $1,468,576,394, and in 1920 it had increased to $3,698,216,351. During the first six months of 1921, with the great reduction in the number of railway employes, the payroll was at the annual rate of $2,914,020,302. Since the middle of the year there have been reductions in railway wages, but the increased number of workers this has allowed the railroads to employ may offset any benefits which might accrue to the railroads in increased earning power as a result of the reduction in wages. It is probable therefore, that the 1921 payroll will be an increase of nearly 100 per cent over 1916.

Rail Workers Worth Good Money

"I take this occasion to repeat something I have said many times during the last several months, and that is that I believe railway workers are entitled to the highest pay justified by economic conditions. They perform one of the nation's most important services. Certain groups of railway workers have many millions of dollars' worth of equipment and goods in their hands every day, and the character of service demanded of them is of the most painstaking. In times past railway workers were underpaid. I am decidedly not in favor of putting railway wages back on the pre-war scale. I even wish it were possible to continue the present scale of wages. The ambitions which railway workers have for bettering their working conditions and for earning enough to make life pleasant have my fullest sympathy. I have come through the mill, and I speak, I believe, with a full understanding of the problems of working people.

"However, to pay railway workers more than the limit justified by economic conditions would not only be inimical to the public welfare but would be inimical to the welfare of the workers themselves.

"You must remember that these figures on the great increases in the total payroll of the railroads are not representative of the increases which have come to certain groups of the workers. During federal control the Railroad Administration followed a policy of giving the greatest increases in pay to the groups of workers which received the lowest pay. Unskilled labor, in almost all cases, was given much greater increases than skilled labor.

Readjustments of Pay Needed

"It is entirely inequitable that further cuts in the pay of skilled laborers, whose preparation requires long periods of train-

ing, should be at the same rate as cuts in the pay of workers whose compensation has increased many times as much. Rather than a general blanket reduction in pay, we need readjustments. There are some workers who are performing a high grade of trained service and working solely in the interest of their employers who are earning every dollar they receive. I favor paying them what they earn. The wages of others must be adjusted along graduated scales.

"Such a reduction in rates as would further impair railway credit and possibly throw a great many roads into bankruptcy would not be in the interest of the public welfare. When we strive to protect railway credit, we are working not alone in the interest of simple justice to the investors whose resources have made the railroads possible, but we are working in the greater interest of stabilizing the railroads—of making it possible for the railroads to continue to be operated and maintained and enlarged under the American principle of control by their owners. Unless we want to throw the railroads under the control of the state—and I am sure all of us want to prevent that—we must see that their development and growth are assured under the present plan of operation. That means that their earnings must be sufficient to attract new capital resources."

Stock-Killing in a 21 Per Cent Reduction

A decrease of 21 per cent in the number of stock killed on the Illinois Central System in November, 1921, as compared with November, 1920, sums up the success of the recent "Strike No Stock" campaign. November, 1920, saw 484 head of stock killed on Illinois Central System waylands, while the number for the November just past was 384, a reduction of exactly 100.

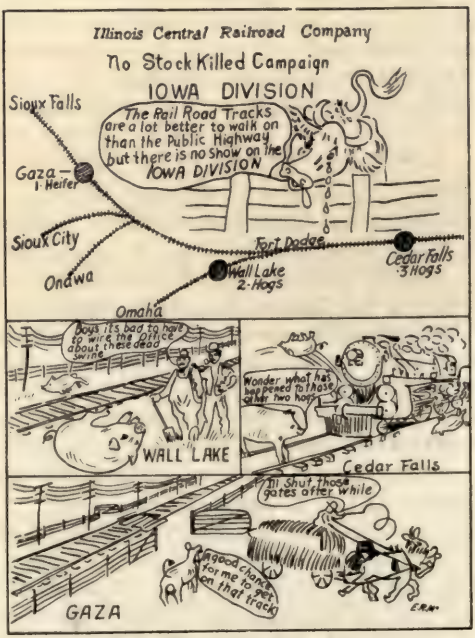
Compared with October, 1921, however, the November, 1921, figure is an increase of 140 head.

Nine divisions showed decreases in November, 1921, compared with November, 1920; six showed increases and two (the Chicago and Memphis terminals) remained unchanged, with no stock killed either month.

Considerable public interest was enlisted, as well as the interest of employes, and it is more than likely that these factors will tend to reduce the number of stock killed in the future. As an example of civic cooperation in the effort, Trainmaster W. H. Petty of the Mississippi division cites the assistance rendered Section Foreman W. B. Horn at Coldwater, Miss.

Mayor T. H. Cooper of Coldwater issued a warning to stock owners that their stock should not be permitted to run at large in violation of the city ordinances. Then he procured the services of four young men to keep a constant look-out for stock running at large. Animals that are taken up are placed in the pound, and the usual fee, together with the necessary expense for feed, is collected when they are released. Half of the money collected in this way goes to the young men who take up the stock, and the other half goes to the city park fund. Wilful violators are cited to appear before the mayor, and fines as high as $10 have been assessed.

Needless to say, the safety of stock at

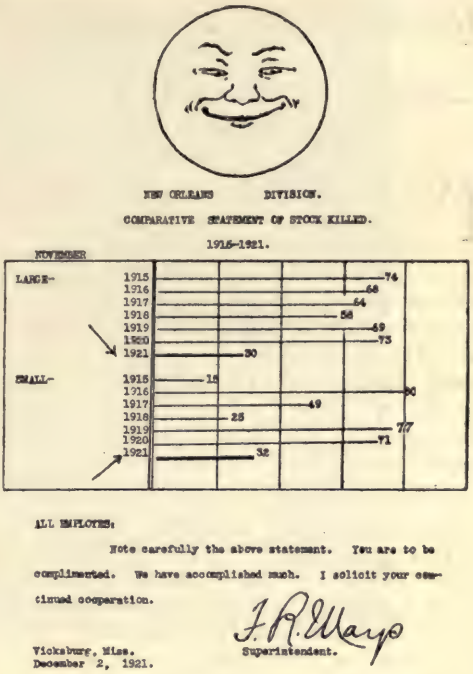


How They Did It in Iowa

Coldwater has been improved. "If we could interest the city and county authorities along our line to this extent," writes Superintendent A. D. Caulfield, "the number of stock struck on our waylands would be reduced to the minimum."

The final figures on striking stock in November, 1921, are as follows:

Division	No of Stock Killed Large	Small
Chicago Terminal	0	0
Illinois	2	0
St. Louis	3	2
Springfield	3	0
Indiana	1	5
Wisconsin	2	9
Iowa	2	5
Minnesota	3	3
Kentucky	4	12
Tennessee	10	5
Mississippi	56	33
Louisiana	17	17
New Orleans Terminal	9	0
Memphis	48	31
Memphis Terminal	0	0
Vicksburg	22	19
New Orleans	31	30
Total	213	171
Grand Total		384



The New Orleans Division Report

AGENT MAKES HOBBY OF SPECIAL TRAINS

If Agent J. S. Berry of Surgis, Ky., has a hobby, it is the promotion of special trains from Sturgis to various places on the Illinois Central. The photograph shown herewith is of his third special train of the year, which went to Marion, Ky., and return November 24 to carry Sturgis residents attending the Central Interscholastic Association contest held that day at Marion. In the foreground are shown, left to right, Conductor L. E. Greer, Prof. A. L. Morgan of the Sturgis High School, and Mr. Berry himself. Mr. Berry's first special train of 1921 was to Morganfield, Ky., and return February 22. It earned for the company $385.15. His second, to Providence, Ky., April 22, earned almost $400, while the one to Marion took in about $300. Mr. Berry has been with the Illinois Central twenty-eight years, ever since the Illinois Central got the Ohio Valley Railroad.

Developing Importance of the Telephone

Something About F. T. Wilbur and the Establishment He Supervises to Handle Our Messages

THERE are many important jobs in railroading, but few are more important in our present-day railway organization than that of keeping up communications for the rapid transfer of orders and information. The invention of the telegraph came at a most opportune moment in the railway development of the country, and now the telephone is being utilized to a great extent to supplement and take the place of the telegraph.

The Illinois Central is one of the country's pioneers in adapting the telephone to railway uses. Prior to 1902 railroads in general had practically no long distance telephone service, according to F. T. Wilbur, superintendent of telegraph, Northern and Western lines. Since that time, however, construction of telephone lines and the conversion of telegraph wires to this service have been progressing until now the Illinois Central north of the Ohio river (Mr. Wilbur's territory) has approximately 8,000 miles of long-distance telephone wire in use for train dispatching and messages. Trains on more than half the mileage in Mr. Wilbur's territory, including all the main line and heavy traffic branch line trains, are dispatched by telephone. Only the branch lines with light traffic still rely on the telegraph for train dispatching.

Telephone Service

IN MAKING A CALL—

1. Hunt up the number and use that number, even in local calls.
2. Speak directly into the mouthpiece.
3. Stay on the line until you get your party.
4. Conduct your conversation courteously—that's good business.
5. Move the receiver hook slowly up and down if you need to recall the operator's attention.
6. Say "Good-by" and hang up the receiver when you are done.

Started Dispatching in 1908

The first circuit for train dispatching on the Northern and Western lines was placed in service in December, 1908, and now the circuits for this purpose total about 2,000 miles, requiring 4,000 miles of wire, as the telephone circuit is a 2-wire affair. It has been recognized that the telephone is preferable to the telegraph for this use on account of its flexibility and the fact that information can be passed over it much more rapidly than over the telegraph. The telephone is a time-saver, and for that reason it is a factor in efficiency.

The telephone operators at Central Station, Chicago. Reading left to right, top row: Miss Cecilia Stevens, Miss Mae Luby, supervisor, Mrs. Fay Ruckman, extra, Mrs. Rose Bell, Miss Jennie Novak, Miss Marguerite Bogardus, Mrs. C. M. Knodell, Mrs. Jewell O'Leary, Miss Harriett Berngen and Mrs. Anna Barr. Bottom row: Miss Katherine Walsh, Miss Hazel Bailey, Miss Catherine Clader, Mrs. Alyce Lilley, Miss Laura Holland and Miss Nellie Higgins, extra.

Central Station's 8-Position Switchboard in Complete Operation.

In addition to the approximately 2,000 miles of train dispatching circuits we have north of the Ohio river, the same territory is served by about 2,000 miles of circuits for messages and other conversational purposes.

It must be remembered also that Mr. Wilbur's territory is only a part of the Illinois Central System. Stationed at Memphis is B. Weeks, superintendent of telegraph for the Southern Lines of the Illinois Central and the Yazoo & Mississippi Valley, whose territory keeps pace with the rest of the system in developing the telephone.

Mr. Wilbur, in addition to his other work, has found time to install and experiment with a wireless receiving outfit. His idea is to determine to what extent the wireless is likely to come into use in railway work. He has heard messages by wireless telegraph from government stations on both coasts—Arlington and San Diego—as well as some messages from foreign stations. Within a smaller radius he has experimented in receiving wireless telephony.

A Small City's Business

In addition to a considerable long-distance telephone business, Mr. Wilbur, at the offices, shops and yards around Chicago, has supervision of a local telephone service that is considerably bigger than that required for the average city of several thousand inhabitaits. The amount of talk required to carry on the business of the system headquarters and the Chicago terminal is so considerable that the Illinois Central has to pay the Illinois Bell Telephone Company, for Chicago alone, an average of $4,500 a month for the rental of service, in addition to the sums which the railroad has to pay for maintain-

Telephone Service

In Taking a Call—

1. Answer the bell promptly.
2. Don't say "Hello." Give your name or the name of your department.
3. Have a pad and pencil at hand to make notes.
4. If someone else is desired, take the message for him if he cannot be immediately summoned or if the call cannot be transferred to his telephone.
5. Keep all your attention on the telephone, so that you will not need to have the message repeated.
6. Remember, a rough answer turneth away business.
7. Say "Good-by" and hang up the receiver when you are done.

ing its own service. A total of more than $50,000 a year is paid for calls that go out through the city exchanges alone, not to consider the innumerable local calls that are merely within the office buildings or between buildings.

Incidentally, figuring one personal call to every nine business messages, Mr. Wilbur estimates that the company has to pay out about $5,000 a year for this sort of conversation.

Our rental of service from the Illinois Bell Telephone Company in Chicago is at the rate of so much a call after a certain fixed amount has been paid. That makes each outgoing call cost at least 3½ cents.

The telephone switchboard originally occupied an extremely limited space on the second floor of Central Station. In 1909 it was replaced by a larger switchboard on the ninth floor in more commodious quarters. The telegraph office and headquarters of the department also were moved from the second to the ninth floor.

The Central Station switchboard at present is what is known as an 8-position board—that is, for full and complete service, it requires eight operators working simultaneously. In the busy hours of the day—during the office hours at the station—these eight positions will be found occupied all the time.

Sixteen Operators at Central Station

This board serves 400 busy local telephones in and around the building, in addition to the trunk lines to the city exchanges and the trunk lines to the 63d Street Office Building, which itself has a 2-position switchboard. In order efficiently to handle the calls at Central Station, the services of sixteen operators are required, including one chief, or supervising, operator, twelve regular switchboard operators, two extra operators and one telephone message operator, who has a booth to herself.

Since the switchboard has only eight positions, naturally the twelve operators are not all at work at once. It must be remembered, however, that the service must continue twenty-four hours a day and seven days a week. The twelve regular operators make possible an arrangement of the work so that at least one operator is on the job all the time. Between 6 p. m. and 7. a. m. only one operator is needed to handle all the eight positions. A schedule is arranged, and the hours are dovetailed so that each operator does eight hours of work a day, exclusive of the meal period.

A rest room is provided near the switchboard room, to which the operators may retire for relaxation between periods of work and in which they eat the lunches they bring or prepare light lunches for themselves. It is meant to be, in a sense, a clubroom for the operators.

Hard to Remember Names

As probably 2,000 individuals are called for by name over the telephones served by the Central Station switchboard, it will be seen that the operators have to do a great deal of memory work in order to give rapid service. The local telephones have numbers, and Mr. Wilbur urges that these numbers be used whenever known, although he admits that it is difficult to keep up a reliable directory with the frequent changes found necessary.

As mentioned, Central Station and the 63rd Street Office Building are linked by trunk lines, so that calls between them need not go through the city exchanges. Burnside Shops are served by the Central Station switchboard.

In order to lighten the switchboard work to some extent, the telephone department has installed an automatic switchboard of

The message operator has a booth to herself. She gives the telegraph service a lift by transmitting messages by telephone to stations between Chicago and Freeport and between Chicago and Champaign and to outlying places on the Chicago terminal. Miss Katherine Walsh.

A corner of Mr. Wilbur's office, showing his facilities for accessibility to long distance telephone lines and telegraph circuits. The "glass jar" is a condenser which is used in wireless experiments.

100 lines at Central Station and one of 200 lines at Burnside, which also serves 63rd street. These are connected by trunk lines, so that by a slight change in the signaling (prefixing the number 2 to the number called for), Central Station users of the automatic can avail themselves of the Burnside service, and vice versa.

The automatic telephone, as many persons know and as more will know in a few years, has a dial full of numbers on each instrument, by which the subscriber picks out the particular combination of numbers he desires to call. No operators are needed. The automatic telephones at present used by the Illinois Central at Chicago, besides serving some general offices at Central Station, Burnside and 63rd street, also link up with practically all of the towers, yard offices, etc., from South Water street to Wildwood, inclusive.

In using the automatic, Mr. Wilbur points out, the subscriber has to use a number and not a name, which would be a good practice in any use of the telephone.

In order that the telephone facilities may serve their users efficiently, Mr. Wilbur believes that a few words of caution are timely:

Confine calls to those which are reasonably important, especially city calls in Chicago, as each time a call is completed to the correct number a minimum charge of 3½ cents is made, whether the person asked for is reached or not.

Long distance telephone lines are idle to a considerable extent for the following reasons:

A long distance call is placed, but when connections are completed the person who placed the call is not to be found, because he has left his desk, and there is delay in finding him.

An individual is called for, when one of several persons may be able to handle the conversation in the event the individual sought is otherwise engaged.

The line is "held" while car records and other information are being looked up.

Coal Full of Heat Units Mined on Line

By L. J. JOFFRAY,
General Fuel Inspector

In 1920 the mines on the Illinois Central produced approximately 25,500,000 tons of bituminous coal, ranging in calorific value from 10,600 to 13,800 heat units per pound, as determined by analysis of the product. It is not at all difficult to find on the market several of these grades, suitable for any purpose that involves heat and power.

We often hear doubt expressed as to the value of domestic coals produced on the Illinois Central. The writer hereby asserts that no coal other than that produced on this railroad has been used in his household

in the past twenty-seven years, with most satisfactory and economical results. I can conscientiously recommend its use for all our readers and their friends who may become interested through the traffic solicitation of all our employes. We should realize that every added ton of coal moved on our railroad will acrrue to the benefit of all.

How Heat Value Is Measured

The heat value of coal is usually expressed in calories or in British thermal units. The calorie, the unit determined by the metric system, represents the heat necessary to raise the temperature of one kilogram of pure water from 15 degrees to 16 degrees Centigrade, while the British thermal unit —expressed "B. T. U." and in use in all our fuel analyses—is representative of the amount of heat necessary to raise the temperature of one pound of pure water from 62 degrees to 63 degrees Fahrenheit.

Following is a tabulated comparison of the two units.

1 Calorie = 3.968 B. T. U.
1 B. T. U. = 0.252 Calories.

Unit	*Water*	*Temperature Rise*
1 B. T. U.	1 Pound	1° Fahrenheit
1 Calorie	1 Kilogram	1° Centigrade

Heat energy has a certain definite relation to work. This relation as determined is a demonstration of the first law of thermodynamics, namely: that heat and mechanical energy are mutually convertible in the ratio of 778 foot pounds for one B. T. U. The heat derived in burning coal is brought about by the oxidization of its combustible elements—carbon, hydrogen and the unoxidized forms of sulphur and iron. Hence, combustion of coal involves the rapid chemical union of oxygen with the combustible elements contained therein, accompanied by a diffusion of heat and light.

What Perfect Combustion Is

Perfect combustion occurs when the combustible unites with the greatest amount of oxygen possible without excess. Imperfect combustion occurs when the union between the combustible and oxygen is incomplete or when an excess of oxygen is present. The theoretical amount of air required to burn one pound of bituminous coal such as that produced along our railroad is 11.6 pounds. However, in practice, due to the impurities and the difficulty of getting air into contact with all the particles, it is impossible to obtain perfect combustion with the theoretical amount of air, and an excess is required sometimes equal to double the theoretical amount.

Air in a furnace in excess of that absolutely required is a source of waste. By dilution it lowers the temperature of combustion. It retards the heat absorption by decreasing the difference of temperature between gases and boiler contents, and it increases the volume of the products of combustion so that the smoke stack gases carry off an undue amount of heat units.

The mine-run coal used on our locomotives will average, according to the proximate analysis made at our laboratory at Burnside and substantiated by records from the University of Illinois and the United States Bureau of Mines, as follows:

Moisture	11.64 per cent
Volatile Matter	36.16 per cent
Fixed Carbon	40.31 per cent
Ash	11.89 per cent
Sulphur	3.86 per cent
B. T. U.	12,003 per pound

A New Application of Units

A ton of this coal contains 24,006,000 heat units. Should we, for instance, review our September fuel performance on a heat unit basis instead of from a ton and pound point of view, the figures would look like this:

1,716,429 heat units per 1,000 gross ton miles;

19,084,770 heat units per 100 passenger car miles;

1,392,348 heat units per switch engine mile.

The adoption of this method of computing locomotive performance would be impractical, as a rule, inasmuch as it involves too many figures, but we do glean from a study of the table an idea of how small and apparently insignificant heat units are. They are as easily lost as the proverbial needle in a haystack, unless those who are directly responsible for their ultimate delivery to their proper uses adopt a careful policy of saving these heat units and letting their aggregate in money value acrue to the betterment of our railroad.

The Nation Must Stand By Its Railroads

They Must Be Allowed to Keep Pace With Our Industrial Development, Declares S. O. Dunn

THE country is facing the prospect of huge economic losses unless more is done to improve the railway situation, declared Samuel O. Dunn, editor of the *Railway Age*, in an address before the Lions' Club and the Chamber of Commerce at Dallas, Texas, December 16. When business revives again and the country's industries attempt to operate at capacity, we shall be confronted with a situation unlike anything which has ever existed in this country, Mr. Dunn said.

"On the one hand, we shall have a system of railroads the capacity of which within the last ten years, and especially within the last five years, has been increased relatively less than since the first rail was laid. On the other hand, we shall have productive industries whose capacity probably has increased relatively more within recent years than ever before in history. Unless I draw an entirely erroneous conclusion, when that time comes the traffic offered the railroads will far exceed what they can handle.

"The amount of production and commerce that can be carried depends on the amount of farm products, fuel, raw materials and finished products that can be transported; and for transportation we are chiefly dependent on the railroads. Therefore, instead of being able to operate and produce to their capacity, the industries of the country will have to limit their production to the basis of the amount of traffic the railroads can handle. The increased investment which has been made in the productive industries has been made on the assumption that they will be able to produce to capacity. If they are not able to do so, they will not be able to earn a return upon the great investment which has been made in them. Prolonged inability of our productive industries to utilize a large part of their productive capacity would cause disaster to them and to many of our commercial and financial institutions.

Must Earn an Adequate Return

"Is it not plain that there is real danger in this situation for all of us? If there is real danger in it, what should be done to avoid it?

"It would seem the only effective thing that can be done is to give the development of the railroads a chance to catch up with the development of our other industries. That, in turn, can be done only by allowing them in future to earn a net return sufficient to cause investment in them of a large amount of additional capital. You know as well as I that no large new investments are being made in them now. In the interest of the public welfare they ought to be strenuously engaged in increasing their facilities. They are doing nothing of the kind because thus far this year the percentage of net return they have earned has been the smallest in more than thirty years, and they have had to retrench in every posible way to earn even that."

Discussing why the development of the railroads has fallen behind that of other industries, Mr. Dunn pointed out that, as compared with 1900 to 1910, the average wholesale price of all commodities had up to 1917 increased 70 per cent, while no advance in railway rates throughout the country had been made. In 1920, when the total advances in the average railway rate reached 70 per cent, the increase in the average wholesale price of commodities had reached 175 per cent. The result was that the net income of other industries, after paying interest and taxes, increased out of all proportion to the net income of the railroads.

"In the three years ending with 1911 the net income of the railroads, after paying interest and taxes, averaged $430,000,000 a year. In the three years ending with 1914 the net income of the railroads declined, while that of other industries showed substantial increases. In the five years ending 1919, including the government guaranties, the net income of the railroads averaged about $558,000,000, or 30 per cent more than in the three years ending with 1911. On the other hand, in the five years ending with 1919, the net income, after paying interest and taxes, of all the corporations of the

United States averaged $7,000,000,000 a year, an increase of 120 per cent, or $4,000,000,000, a year over the average for the three years ending with 1911. This increase in the net income for all the corporations for that five years aggregated an amount equal to the total valuation placed by the Interstate Commerce Commission upon all the railroads of the United States!

How Other Industries Fared.

"After this long period of years, when the railroads were restricted to net returns which were positively beggarly compared with those made in other lines of business, and when in consequence the development of the railroads fell far behind that of other industries, we might not unnaturally expect to find the farmers and business men of the country a unit now in demanding a government policy in dealing with the railroads which would insure rapid and adequate increases in their capacity. And what do we find? We find ourselves in the midst of a great agitation for general reductions of freight rates, which is supported by the argument that the present rates are so high that they are insupportably burdensome to business.

"A stranger to the facts would infer from what is being widely said and published that the present rates of the railroads are relatively much higher than the present prices of most commodities. What are the facts? In July, 1921, the latest month for which we have complete statistics, the average freight rate per ton per mile in the entire United States was 65½ per cent higher than the average rate from 1900 to 1910, while the average wholesale price of commodities was 66.7 per cent higher than the average wholesale price of commodities in the ten years from 1900 to 1910. Since the traffic of the railroads increased 80 per cent, when from 1900 to 1910 the relation between the average rates and the average price of commodities was almost exactly the same as it is now, how can it be rationally contended that the present relationship between rates and prices is so burdensome that it is preventing a revival of business?

"But from the standpoint of the farmer, the manufacturer, the merchant, the banker, the working man and every other class of our people the most important question regarding the railroads at present is not whether, by how much, or when, their rates should be reduced. Our most important problem affecting the railroads is that of devising and carrying out a policy which at the earliest possible time will cause a renewal on a large scale of increases in their capacity. An immediate general reduction of rates might confer temporary benefits by temporarily stimulating general business, but it would inevitably make the net operating income of the railways less than it otherwise would be. That would postpone the time when the railroads could begin rehabilitating and enlarging their facilities.

Transportation Shortage a Burden

"Because the capacity of the railroads was inadequate in 1920, many farmers could not get their grain to market when grain prices were high. The coal operators complained they could not operate their mines to capacity because they could not get enough cars. Construction concerns complained bitterly because the giving of priority in the use of open top cars to the coal operators made it impossible to do all the construction work they wanted to do. The manufacturers had to send hundreds of thousands of automobiles over the country under their own power because the railroads could not haul them. The railroads already are increasing their purchases of equipment, and rates which will enable them to maintain and increase their net returns will enable them to increase their capacity so that when a revival of business comes they will at least be less unequal to the demands upon them than they would be if premature reductions of rates were made.

"On the other hand, if there are premature general reductions of rates, they will be unable even to make a start toward reducing the already great disparity between their capacity and the productive capacity of the country's other industries. Therefore, premature general reductions of rates seem as certain, by preventing any increases in the capacity of the railroads, to prepare the way for a very serious crisis in the relations between our transportation system and our industrial, commercial and financial systems when general business revives as anything that possibly could be done. What will it profit the farmers and business interests to secure comparatively small reductions in

their rates and comparatively small increases in the business done by them now, if these transient benefits are secured at the cost later on of far greater losses extending over much longer periods?

"While premature general reductions of rates would be immediately disastrous to many of the railroads and probably in the long run would prove disastrous to business of all kinds, it cannot be questioned that in the future the general tendency of rates should be downward, although this is equally true of the prices of many commodities. But these reductions of rates in the interest not only of the railroads, but of the entire nation, should be preceded, or at least accompanied, by corresponding reductions in railway operating costs."

Coal-Saving Has Meaning for All of Us

By J. W. DODGE,
General Fuel Conservation Committee

During this period of readjustment in the business life of our nation, economy, coupled with honest labor, mental and physical, is recognized by all thinkers as the lever that will most quickly lift us out of the bog and restore both business and living conditions to the favorable position held prior to the World War.

It is a recognized fact that in this country, where nature has blessed us so abundantly, there has not been the necessity for practicing economy to the degree other nations have practiced it, but present conditions point clearly to the need of higher efficiency and the curtailment of useless waste if we are to progress and maintain our present standard of living.

Our former position of proud isolation has passed. As a single member of the great family of nations in a world that is becoming theoretically smaller each day by reason of quicker transportation facilities, it is apparent that we must (like Mohammed) go to the Mountain—and adjust ourselves to meet the changed condition, living not less for ourselves but to a larger degree for all mankind, respecting the rights of others as we would have our own respected, giving and demanding only justice and a square deal.

Among the many ways in which economies can be obtained through co-operation and concerted effort there is no greater opportunity in our business of railroading than in the conservation of coal, the cost of which has increased 158 per cent in the past five years.

When it is remembered that the coal bill of this system in 1920 was nearly $18,000,000, taking out of the treasury from which comes the support of ourselves and families one-fourth of each net dollar earned, good horse sense tells us to protect our income by avoiding loss through the varied avenues of waste that have been described in preceding articles and the instruction conveyed to all of us.

The problem is one that concerns each officer and employe. Maximum results can best be obtained by united, thoughtful and persistent effort. It is a self-evident fact that unless the railroad prospers financially, we, the employes, cannot enjoy the full measure of comfort and prosperity. Therefore the objective is one demanding our fullest co-operation.

For several years past the management has given fuel conservation due consideration, endeavoring through education and constructive measures to reduce the expense per unit of service. The results obtained have been gratifying, reflecting credit for loyal and intelligent effort. Yet a proper consideration of the problem, viewed from the standpoint of a saving of approximately 35,000 tons in September last, after the reductions made during the past nine years, but illustrates and emphasizes the opportunity for greater economy and efficiency.

Coal is the stored energy that propels the wheels of transportation and the foundation upon which our manufacturing interests rest. Without it commerce and civilization will perish. Coal does not grow. When consumed it is gone forever. A little more than a hundred years ago our nation produced a few hundred tons annually. Now our consumption is nearly 700,000,000 tons a year.

How rapidly are we exhausting the heritage with which nature has blessed us and to what extent through waste are we depriving ourselves and coming generations of the most essential element in man's economical progress!

Dependability? That's His Middle Name

Engineer Adam R. Bigleben Is Retired Now, but He Still Has His Locomotive Whistle

NO visit to Greenville, Miss., headquarters of the Vicksburg division of the Y. & M. V., is complete without at least a talk with the patriarch of that part of the Illinois Central System—Adam R. Bigleben, retired locomotive engineer. For many things he is noted, one of them believed to be unique: Popular usage has named his old train after him, until even today you hear the natives talking about catching "Bigleben" for a ride somewhere down the line. It is a fact that clocks in many homes along the line were set by the time that Mr. Bigleben kept on his run.

Mr. Bigleben is a fine old man, 73 years old, but he acts much younger than he looks, as anyone realizes who has ridden with him as he handled one of his two motor cars through the slippery mire of a Greenville side street. He has a fine home on the main street of Greenville, only a block from the division offices, and he maintains his interest in the affairs of the company by visits with the officials who stop off at his town.

Started Braking in 1869

Mr. Bigleben, who is a native of Indiana, began his railway career in 1869 as brakeman on the Louisville & Nashville at Bowling Green, Ky. In 1873 he became a fireman. Three years later he pulled up stakes and went to Denver, Colo., and later to Los Angeles, Cal., where he worked as a fireman for the Southern Pacific on construction work. In 1879 he returned to Kentucky as an engineer on the L. & N., and in August, 1883, he entered the employ of the Louisville, New Orleans & Texas, now the Y. & M. V., as an engineer on construction work. The road was opened in 1884 from Memphis to Vicksburg, and he handled freight and extra passenger runs there for several years. The Greenville-Vicksburg run was put on in the fall of 1894, and with it he began the twenty-two years of service on one run that was to occupy him until his retirement.

Part of his record includes 993 days of service without an absence—truly a record that householders could set their clocks by! That dependability is perhaps Mr. Bigleben's most characteristic trait. He has always been a faithful employe, and that is one of the reasons he has prospered.

Mr. and Mrs. Adam R. Bigleben

Always Kept Same Whistle

As an engineer Mr. Bigleben was painstaking and exact. He always wanted his engine to be well-kept, and woe to the fireman who did not co-operate in keeping it spick and span! He doesn't admit it himself, but it is said of him that his heart was broken once when he came down in the morning and found that an emergency had called his engine out the night before without him.

Another pet idea of his was to keep the same whistle with him on whatever new engine he happened to draw. That whistle, which he says he has carefully hidden away at home at present, is a chime whistle of unusually fine tone that was given to him thirty years ago at Memphis, Tenn., by Master Mechanic Buckley of the Memphis

& Charleston Railroad, now the Southern.

Mr. Bigleben is well-to-do—the fact that he maintains two motor cars ought to prove that. Part of his prosperity is the result of good dealing in real estate. He bought 400 acres of land from the railway company in 1898, paying $4 an acre for it. Four years ago he sold this land at $66.50 an acre, and in the meantime he had cut from it $1,900 worth of timber, which was $300 more than the whole land cost him.

To Visit Chicago This Year

His pension from the company nets him $77.60 a month, and he gets $20.50 a month from the B. of L. E. He was retired, under the age limit, June 1, 1916.

Mr. Bigleben's most cherished possessions are letters of commendation he has received from present and past officials of the company; on his list, among others, are the names of Markham, Baldwin, Foley, Park, Egan, Mays, Dubbs, Christy, Fletcher and Cronin. He says that he has never been refused a pass since he left the service, but he has not done much traveling, except on the Y. & M. V. After refusing many invitations, he and Mrs. Bigleben are planning now to visit Chicago next summer.

Mr. and Mrs. Bigleben have been married forty-one years. They have ten children, six sons and four daughters. Mr. Bigleben is a good citizen of Greenville, in which he has lived almost thirty years, and he never tires of showing its beauties to visitors.

Do Try to Be Friends With the Captain!

The following editorial on "Loyalty Is Success" is from the pen of the late Elbert Hubbard. It was reprinted recently on the cover of The Right Way, the magazine published by the Central of Georgia Railway Company. It appealed so greatly to Superintendent C. R. Young of the Tennessee division that he had 500 copies printed and distributed to the officers and employes of the division.

A big business is a steamship bound for a port called Success. It takes a large force of men to operate this boat. Eternal vigilance is not only the price of liberty, but is the price of every other good thing, including steamboating.

To keep this steamship moving, the captain requires the assistance of hundreds of people who have a singleness of aim—one purpose—a desire to do the right thing and the best thing in order that the ship shall move steadily, surely and safely on her course.

Curiously enough, there are men falling overboard. These folks who fall overboard are always cautioned to keep away from dangerous places; still, there are those who delight in taking risks. These individuals who fall off, and cling to floating spars, or are picked up by passing craft, usually declare that they were "discharged." They say the Captain or the Mate or their comrades had it in for them.

I am inclined to think that no man was ever "discharged" from a successful concern—he discharged himself.

When a man quits his work—say, oiling the engine or scrubbing the deck—and leans over the side calling to outsiders, explaining what a bum boat he is aboard of, how bad the food is and what a fool there is for a Captain, he gradually loosens his hold until he falls into the yeasty deep. There is no one to blame but himself, yet you will have hard work to make him understand this little point.

When a man is told to do a certain thing, and there leaps to his lips, or even to his heart, the formula, "I wasn't hired to do that," he is standing upon a greased plank that inclines toward the sea. When the plank is tilted to a proper angle, he goes to Davy Jones' locker, and nobody tilts the fatal plank but the man himself.

And the way the plank is tilted is this: The man takes more interest in passing craft and what is going on on land, than in doing his work on board ship.

So I repeat: No man employed by a successful concern was ever discharged. Those who fall overboard get on the greased plank and then give it a tilt to the starboard.

If you are on a greased plank, you had better get off from it, and quickly, too.

Loyalty is the thing!

Romance Found in Many Station Names

Illinois Pioneers Are Commemorated, as Are the Indians and the Company's Early Officials

If you would have your name remembered, bestow it upon some town. Then, long after you are dead, your name will be invoked on every car of every passenger train that stops at the station you christened. Pioneers of Illinois have thus been fittingly commemorated along the lines of the Illinois Central in the state whose name it bears. Some station names, of course, are merely descriptive of the locality, and some are duplications of other station names back East or in the old countries, while others have been manufactured for the occasion; but for the most part those that Illinois Central employes are familiar with are the names of pioneers or of explorers or of the native Indian inhabitants who held the ground before explorer or pioneer arrived.

By R. B. GRAY,
Advertising Agent

FEBRUARY 20, 1883, William K. Ackerman, then president of the Illinois Central Railroad, read before the Chicago Historical Society a paper on early illinois railroads. The following year his address was published, together with a series of notes by John Wentworth on the origin of the names of many Illinois Central stations in Illinois. From this publication the following accounts were gleaned:

KENWOOD was named in 1856 by Dr. J. A. Kennicott, who first built a small frame house near the present station site. He called it Kenwood after the family homestead of his ancestors in the suburb of Edinburgh. The Illinois Central station was established in 1859 by General George B. McClellan, then vice-president of the company.

HYDE PARK was laid out in 1856 by Paul Cornell and named after a village on the Hudson, near New York City.

BURNSIDE station was established in 1862 and named after General A. E. Burnside, at one time cashier of the Illinois Central land department, and afterward treasurer of the company.

MATTESON was settled in 1855 and named after Joel A. Matteson, governor of Illinois, 1853-57.

RICHTON was named by Joseph Batchelder, who settled there in 1836 or 1837, after Richton, Vt., his former place of residence.

MONEE was named after a Pottawatamie Indian woman, the wife of Joseph Baily, a French-Canadian trader of considerable note and influence in the early days.

PEOTONE is a Pottawatamie Indian word meaning "bring" or "come here."

MANTENO is probably a corruption of "Manitou," the Algonquin Indian word for "spirit."

TUCKER until 1873 was called La Prairie and from then until 1876 Martin; in the latter year the name was changed to Tucker, after J. F. Tucker, then general superintendent of the Illinois Central.

KANKAKEE is supposed to be a French corruption of an Indian name corrupted further by the early settlers. When La Salle in 1680 was exploring in the vicinity of the Kankakee River, that stream was called by the Indians Thiakiki or Haukiki, a name which, according to Charlevoix, was afterward changed by the French to Kiakiki, "raven," whence probably came its present form.

CHEBANSE was named after a Pottawatamie Indian chief, "Little Duck," in English.

CLIFTON was named by W. A. Veech in 1857 after the old Clifton House in Chicago.

ASHKUM, said to mean "more and more," derives its name from that of an Iroquois Indian chief.

DANFORTH was named after George W. Danforth, who made large purchases of Illinois Central land near that point.

GILMAN took its name from Samuel Gilman of New York, a railway builder.

ONARGA is probably an Iroquois Indian name meaning "a place of rocky hills."

LODA was named after one of the Gallic gods in Ossian's epic poem *Cath-Loda.*

PAXTON, called Prospect City prior to 1858, was named in honor of Sir Joseph Paxton, who was then deeply interested in bringing settlers to Illinois.

LUDLOW was named after Thomas W. Ludlow of New York, one of the incorporators of the Illinois Central Railroad Company.

RANTOUL was named at the request of W. P. Burrall, a former president of the Illinois Central, after Robert Rantoul, Jr., a United States senator, one of the incorporators of the company.

THOMASBORO was named after John Thomas, an English gentleman and one of the oldest settlers of the community.

CHAMPAIGN was named by settlers from Urbana, Champaign County, Ohio, after their former home.

SAVOY derives its name from Princess Clotilde of Savoy, who, with her husband, Prince Napoleon, visited Illinois in 1861.

TOLONO was named by placing the vowel "o" thus, "o-o-o," and filling in the consonants, "t," "l," "n." J. B. Calhoun, who, with J. Condit Smith, purchased a large tract of land and laid out the town, gave the place its name.

PESOTUM was named after the Indian Pe-so-tum, who killed Captain William Wells of Fort Wayne at the Chicago massacre, August 15, 1812.

HAYES was named in 1877 after Samuel Jarvis Hayes, superintendent of machinery, Illinois Central, 1856-82.

TUSCOLA is an Appalachian Indian word meaning "flat plain."

GALTON was named after Captain Douglas Galton, who visited Illinois in 1856 to examine the affairs of the Illinois Central on behalf of British shareholders.

ARCOLA was named by Postmaster Kearney of the town in 1871 after Arcole, a village in Italy famous for a victory gained there by Napoleon over the Austrians in 1796.

HUMBOLT was named in honor of Baron Alexander von Humboldt, the eminent German naturalist and traveler.

MATTOON was named after J. Mattoon, member of a firm of railway contractors and one of the original proprietors of the town.

AETNA was named after Mount Aetna, a famous volcano in Sicily.

NEOGA is an Iroquois Indian word from "neo," meaning "deity," and "oga," meaning "place"—"place of the deity." The town was laid out in 1856.

SIGEL was named after Franz Sigel, a German soldier who served as colonel in the Union army during the Civil War and afterward became a major-general.

EFFINGHAM was named after General E. Effingham, an Englishman by birth, who surveyed the county.

WATSON was named after George Watson, division superintendent of the Illinois Central in 1856.

MASON was named after Colonel Roswell B. Mason, chief engineer of the Illinois Central in 1851 and later its first superintendent of transportation. He was afterward mayor of Chicago.

EDGEWOOD derived its name from its situation, at the edge of the woods.

LACLEDE was named after Pierre Laclede, leader of a company of French merchants trading with the Indians between 1762 and 1768.

FARINA is Latin for "flour." The town, which was organized in 1867, probably received its name from its situation in the winter wheat region.

KINMUNDY was named after the birthplace in Scotland of William Ferguson, who visited Illinois in 1856 and subsequently wrote a book on his American travels. Ferguson was a member of the firm of Robert Benson & Company, agents for the Illinois Central in England.

ALMA was named by John B. Calhoun after the Alma River in the Crimea, where a battle was fought September 20, 1854. Alma station was established about that time.

TONTI was named after the Chevalier Henri de Tonty, an Italian officer in the service of La Salle.

ODIN was named after the god of that name in Scandinavian mythology; the surrounding country was settled by Scandinavians.

CENTRALIA was laid out by the Illinois Central, which erected machine shops there in 1856. No explanation is given of the origin of the name.

IRVINGTON was named after Washington Irving.

RICHVIEW, laid out in 1839 by W. B. Lindsay, was originally called Richmond. In 1852 the name was changed to Richview because of the elevated site of the old town (1½ miles from the station), which afforded a fine view of the surrounding region.

ASHLEY was named after Colonel L. W.

Ashley, a division engineer of the Illinois Central.

RADOM was named after a political subdivision of Russian Poland by General J. B. Turchin in 1873, when he induced Poles to settle in the locality.

BOIS was called Coloma prior to 1868. It was changed to DuBois in honor of Jesse K. DuBois, auditor of public accounts, 1857-64. The name has since been shortened to Bois.

TAMAROA was named by Nelson Holt, agent at that point from 1855 on. The Tamaroa Indians were one of the five tribes composing the Illinois Confederacy; the other members of the confederacy were the Mitchiganias, Kaskaskias, Peorias and Kahokias.

ST. JOHNS was named by the A. F. & A. Masons in 1856, when they held a celebration on the site June 24, St. John's day.

DU QUOIN. At the time the Illinois Central tracks reached this point there was already a small village, about five miles distant, named Du Quoin, and the station received a similar designation. "Quoin" is an old English word synonymous with "coign," modern French "coin," meaning an external angle or corner. Since Du Quoin is in the southeastern corner of Perry County, this may explain its name. Another explanation is that it was named after Du Quoin, a chief of the Kaskaskias and Peorias and a savage of considerable ability.

ELKVILLE derives its name from the fact that, in the early days of the settlement, elk, attracted by the salt licks, frequently came to the adjacent prairie.

DE SOTO was named in honor of Fernando de Soto, the famous Spanish explorer.

CARBONDALE. Illinois Central tracks were laid through Jackson County in 1852, and the town was founded in the same year. Situated in a coal producing region, it was named Carbondale.

BOSKY BELL was established in 1877 and named by the Rev. J. L. Hawkins of Carbondale.

MAKANDA was named after the chief of the last tribe of Indians that inhabited the vicinity.

COBDEN, formerly called South Pass, was named in 1859 after Richard Cobden, an English statesman and member of Parliament, who was a large shareholder in the Illinois Central and who traveled over the line in 1858.

ANNA was named after Mrs. Anna Davis, wife of Winstead Davis of Jonesboro, Ill., probate judge and founder of the town.

DONGOLA was named after Dongola, in Africa.

WETAUG was named by George Watson, a division superintendent, who formerly lived in a small town of that name in Massachusetts. In the Ojibway Indian dialect the word means "gambler."

ULLIN was named after Ullin, Fingal's bard in the poems of Ossian.

PULASKI was named in honor of Count Casimir Pulaski, a Polish soldier who fought in the Revolutionary War and became a brigadier-general in the American army.

VILLA RIDGE was named by a daughter of Doctor Arter, after their farm, upon which they settled in 1837.

MOUNDS derives its name from the Indian mounds in the vicinity.

CAIRO. In 1818, John Comegys, Shadrack Bond and others entered upon 1,800 acres of land near the mouth of the Ohio and obtained a charter from the territorial legislature under the name "City and Bank of Cairo." In one of his novels, *Martin Chuzzlewit,* Dickens refers to Cairo as "Eden."

MENOMINEE was named after the Menominee Indian tribe, a member of the Algonquin family; they were rice eaters, and the name "Menominee" means "wild rice."

GALENA derives its name from the sulphide of lead that abounds in the vicinity. The town was laid out in 1827 and incorporated in 1839.

COUNCIL HILL. There is a tradition that the Indians held councils there. Near the station is a large rock from which Black Hawk is said to have addressed his braves for the last time.

SCALES MOUND derived its name from a large mound owned by Samuel Scales half a mile from the station.

APPLE RIVER. La Pomme, or Apple River, was so named because of the number of crab-apple trees on its banks, according to one account. Another says that a German named Appel was killed there during the Blackhawk War and that the river and station took their name from that incident.

WARREN was called Courtland until 1854, when it was changed to Warren in honor of Warren Burnett, son of Captain Alexander Burnett. Warren Burnett was the first male child born in the town.

NORA was named by Roswell B. Mason, chief engineer of the Illinois Central, at the request of J. M. Douglas, who remarked that it was a small place and required a small name.

WADHAMS GROVE was named after Henry Wadhams, who came from New York and settled there about 1828.

LENA was named after "the plain of Lena," in Ossian's poem *Fingal.* The town was laid out in 1853 by Samuel J. Dodds.

ELEROY. Hiram Jones, a settler from Utica, N. Y., in 1846, named the town after his son, Leroy.

FREEPORT was formerly known as Winnishiek, after an Indian chief. The town was renamed Freeport in 1837 by Mrs. William Baker, whose husband's hospitality was so generous that she selected the name ironically. Freeport was incorporated as a village in 1850; as a city, in 1855.

BAILEYVILLE was named after O. Bailey, a settler from Vermont in 1848.

FORRESTON was laid out in 1854 by D. A. Neal of Beverly, Mass., when there were several forests in the vicinity.

HALDANE was named after Alexander Haldane, station agent and neighboring land owner. The station was established in 1858.

POLO was named after Marco Polo, the famous Venetian traveler, by Zenas Appleton, the proprietor of the land. The town was incorporated in 1856.

WOOSUNG was named after a town in China by Captain Anderson, station agent, who formerly sailed between New York and China.

DIXON was named after Father John Dixon, the first white settler in Lee County, who, beginning in 1830, maintained a ferry across Rock River.

ELDENA was named after Mrs. Eldena Van Epp, wife of a former owner of the adjacent lands.

AMBOY was named after Amboy, N. J. It is said to be a Delaware Indian word meaning "bowl."

SUBLETTE was formerly called Homo. It was named Sublette by Illinois Central officials because of the frequent subletting of the contract for grading between that point and Mendota.

MENDOTA was named in 1853 by T. B. Blackstone, then division engineer of the Illinois Central and afterward president of the Chicago & Alton. The name is of Indian origin and means "junction of two trails."

DIMICK was named in 1875 after one of the first settlers.

LA SALLE was named in honor of Rene-Robert, Sieur de la Salle, the famous French explorer.

OGLESBY was named after R. J. Oglesby, governor of Illinois, 1865-1869.

TONICA was named after the Tonicas or Tunicas, a tribe of Indians located, in 1713, about 225 miles by river north of New Orleans. In the Ojibway dialect the word signifies "a place inhabited."

LOSTANT was named after the Countess of Lostant, wife of Baron Mercier, a French minister to the United States, who, in company with Prince Napoleon, visited Illinois in 1861.

WENONA was named after Hiawatha's mother, the daughter of Nokomis.

RUTLAND was named by early settlers after Rutland, Vt.

MINONK. The name appears upon an old French map ascribed to Marquette. In the Ojibway dialect the word means "good place."

WOODFORD was named by Peter Rockwell after the county.

PANOLA was named by J. B. Calhoun, who formed the word by placing the vowels "a," "o," "a," and filling in the consonants, "p," "n," "l."

EL PASO was named by George L. Gibson, one of the original landowners, after El Paso, Texas.

KAPPA. The Kappas were a tribe of Indians first mentioned by Garcilasso, the historian of De Soto, between 1539 and 1542.

HUDSON was named by the members of the Illinois Land Association, many of whom were from Hudson, N. Y.

NORMAL was named after the State Normal University, located there.

BLOOMINGTON was formerly called Keg's Grove. The name was changed to Blooming Grove by Mrs. William Orendorff in 1824. James Allen in 1829 altered it to Bloomington.

HENDRIX was named after John Hendrix, the first settler in McLean County (1822).

RANDOLPH was named after Gardner Randolph, an early settler.

HEYWORTH was named in honor of Lawrence Heyworth, member of the English Parliament, who visited Illinois in 1856 and became a large holder of Illinois Central stock.

WAPELLA was named after Wapello, chief of the Foxes. According to one authority the word means "the little prince." In Sauk dia-

lect, waup or waub means "he that is painted white."

CLINTON was named in honor of De Witt Clinton, an American statesman, 1769-1828.

MAROA derives its name from the Maroas, a sub-tribe of the Indian Confederacy known as the Illini.

EMERY was named after Charles F. Emery, a neighboring landowner who settled in 1856.

FORSYTH was named after Robert Forsyth, general freight agent of the Illinois Central, 1856-1865.

DECATUR was named after Commodore Stephen Decatur.

ELWIN was named in 1880 after Elwood and Martin, the two founders of the town.

MACON was named after Nathaniel Macon of North Carolina, a noted statesman in his day, 1757-1837.

WALKER was named in 1882 after J. W. Walker.

MOWEAQUA was named from a small stream 1½ miles south of the station, called by the Indians Moweaqua, a Pottawatamie word meaning "she that weeps."

RADFORD was named after George Radford, a neighboring landowner. The station was established in 1874.

ASSUMPTION was called Tacusah until 1859, when it was changed to Assumption at the request of E. E. Malhiot of Assumption, Canada, who purchased a large tract of land in the vicinity.

DUNKEL was named after Elias Dunkel, Illinois Central agent in 1879 and owner of neighboring land.

PANA. In Douay's narrative of La Salle's attempt to ascend the Mississippi in 1687 mention is made of an Indian tribe called Pani, which was known to the Spaniards as the Towiaches.

OCONEE was named after Oconee, daughter of an Indian chief. In Shawanee the word means "bone."

RAMSEY was named after Alexander Ramsey, member of Congress, 1843-1847, governor of Minnesota Territory, 1849-1853, Secretary of War under President Garfield.

VERA was called Bear Creek prior to 1874. Vera, both in Spanish and Latin, means "true."

VANDALIA. For about twenty years, beginning in 1820, Vandalia was the capital of Illinois, succeeding Kaskaskia. The town was laid out in 1819 and is said to have been named after Vandalia McCullom, the first child of one of the founders.

SHOBONIER was named after an Indian chief. The word is derived from the French "chevalier."

VERNON was established in 1872 and named after William Vernon, auditor of the Illinois Central up to 1875.

PATOKA was named after Patokah, an Indian chief who, with his tribe, lived at Mineral Springs, a few miles west of the town.

SANDOVAL was named after an old Mexican or Spanish chief.

Discourtesy

A young mother with a fretful baby recently boarded an Illinois Central train for an all-night ride after she had traveled a long distance on another railroad.

When the conductor of the Illinois Central train collected the woman's ticket she asked several questions as to the time of arrival, what station the train entered, etc., which were answered in the usual way by the conductor, who also told her that anything the porter or he could do to help her would be gladly done.

The conductor noticed the tired look vanish for a moment from the young mother's face, and she said:

"It is different here from on the ——— road. There the train auditor swore at me and otherwise talked very discourteously to me because I dropped my ticket when I went to hand it to him. It made me nervous and upset all the way. I called the conductor, who promised he would report it."

During the night the young woman told the conductor she was going to ——— to visit a sister and then was going to ———, a 2,000 mile journey, to join her husband, an aviator in the army.

The conductor asked her to allow him to send a passenger agent to call on her and help arrange for her trip to ———, to which request the woman gladly assented, and gave her name and her sister's address. These were turned over to the proper passenger agent, who ticketed her from ——— to ———, 1,300 miles of which is covered by the Illinois Central.—C. H. DRAPER, *Conductor, Chicago.*

Here's a Man Who Strengthens Service

Conductor W. H. Sharkey, Thirty-Seven Years Employed, Finds It Natural to Be Courteous

EMPLOYES such as W. H. Sharkey, passenger conductor on the line between Freeport and Centralia, Ill., are the ones who have established for the Illinois Central System the reputation that it has more courteous employes than any other railway system in the country.

Mr. Sharkey, who has been in the service of the Illinois Central thirty-seven years, does not feel it is an effort to be courteous. He does naturally and easily hundreds of little acts of kindness for the patrons of his train. To be able to be of service makes him happy.

When Mr. Sharkey collects the tickets on his train, he makes a practice of saying a few words to each passenger. His remarks are not lengthy—merely a few words, accompanied by a smile that tells the patron he or she is welcome on the train. The smile is not a meaningless one, one that can be wiped off as easily as put on; for each passenger there is a new brightness and sparkle in it that gives assurance of sincerity. The ticket is received with a courteous "thank you," and Mr. Sharkey passes pleasantly on to the next person.

Tells Each the Time of Arrival

When a passenger is in doubt as to connections that are to be made, Mr. Sharkey either has the information in his mind or looks it up. When he looks at the destination indicated on each ticket he takes up, Mr. Sharkey tells the passenger the time the train is supposed to arrive at that place. If the train is slightly late, he tells the patron so, but assures him or her that it will more than likely arrive on scheduled time.

One train Mr. Sharkey is on leaves Freeport in the afternoon. Shortly before 6 o'clock, Mr. Sharkey announces in each coach that the train will stop ten minutes for lunch at Mendota. Then he goes to the lunch counter with the passengers to eat. On one occasion, nearly every passenger on the train got off at Mendota. When the 10-minute wait was about up, all but one man had finished. This man picked up his sandwich, gulped half of his coffee and started for the door.

Mr. Sharkey saw him making the desperate effort to get back on the train before the ten minutes was up. "Don't rush," he said. "Take your time. We'll wait for you."

W. H. Sharkey

Won Friend for Illinois Central

The patron looked puzzled, but returned to the counter and finished eating. There was a smile on his face that told that he was going to remember Mr. Sharkey and the Illinois Central. He was pleased, and that kind of impression cannot easily be erased.

Several passengers heard Mr. Sharkey's remark and smiled. He returned the smile, and, seemingly in answer to what they had in mind,

explained: "There are not too many people living on this line now, and we want to treat all of the remaining ones right, so that they won't leave us."

Mr. Sharkey was born September 16, 1866, at Amboy, Ill. He was educated in that city. January 9, 1884, he obtained a position with the Illinois Central as passenger car cleaner. His salary was $34 a month, he says, and he worked from 5:30 a. m. to 6 p. m. every day except Sunday, when he had half a day off. He had ten fires to build in the shop stoves every morning, and by 7 o'clock he was busy cleaning coaches. Soft soap and pumice stone were used in preparing the outside of the coaches for the painters. All coaches were painted yellow then, he says.

He remained in that position for three years, and was then made a passenger brakeman on the Wisconsin division. In 1892 he was transferred to the Amboy district as a freight brakeman, and he remained there for three years.

Little Decoration in Those Days

In those days, he says, the right-of-way and station grounds were never kept very clean. No decorative shrubbery was planted, and the buck-brush grew right up to the side of the train. From Pana to Centralia there was only mud ballast.

When he was a passenger brakeman, his salary was $45 a month. There were no restrictions on the employes' smoking then, and they were allowed to wear long, black linen dusters as a protection to their clothes. It took as long then to run from Amboy to Centralia as it takes now to run from Freeport to Centralia. There were wood stoves in each coach, and it was the brakeman's duty to keep the wood boxes filled.

Those were the days when every town had a saloon. Mr. Sharkey says that on nearly every run there would be fights. Intoxicated men would get on the train, start an argument among themselves and end in a fight. The train crew would lock the doors of the coaches and wait for the war to end. At night the oil lamps were smashed one by one by flying bottles until the coaches were in total darkness. When the trouble subsided, the crew would replace the broken lamps with new ones.

Couldn't Tell Agents Apart

When he first went to the Amboy district, he says he had difficulty in telling the agents apart. They all looked alike. old men with gray beards, wearing uniforms similar to those now worn by conductors. At each new station on his first run, he says, he was sure the agent who came out of the station was the same man who was at the station just left.

In 1895 Mr. Sharkey was made a freight conductor on the Amboy district. He remained in that position until 1913, when he was promoted to passenger conductor on the same district. March 1, 1918, he was made a local freight conductor on account of taking off some passenger trains. His run was between Clinton and Minonk until November 20, 1920, when he was returned to the passenger run. He continues in that position at present.

Mr. Sharkey says that the Amboy district has a record of having only one passenger killed. This case was that of a woman who was struck on the head by something at the side of the track.

Friendship

It is only human to make an extraordinary effort to perform our duty well when we know that our friends are counting on us and when good service on our part means so much to them. Perhaps there is no other class of workers so utterly dependent upon one another in order to make a good showing as are railway men.

When one looks into the faces of those who are to accompany him on the trip, a feeling of confidence comes over him, if they happen to be his friends, and he knows they will cooperate in every way to make the trip a success.

It is unpleasant to be associated with people who show ill-feeling toward one another, for good results cannot be had, and a lack of interest shown by one member of a crew can offset the efforts of those who really try to do that which is expected of them. It is easy for friends to work well together to accomplish good results.

Many times, through anger, claims arise for loss and damage to freight, and equipment is also damaged through rough handling while switching. This each year takes a heavy toll out of the company's treasury. The voice of conscience within every human being should dictate that which is duty and should be an inspiration to us to perform our tasks well and try to be worthy of our hire.
—T. J. Riley, *Engineer, McComb, Miss.*

A Good Word on Henry Ford's Experiment

Walker D. Hines Points Out What Railway Men May Hope to Learn From the D., T. & I.

Under the heading, "Ford is Right—and Wrong; he has done things with the D., T. & I. that could not be done with any independent line, but nevertheless there should be no objection to his conducting a laboratory in elementary railroading," the following article by Walker D. Hines, former Director General of Railroads and former Chairman of the Board, Santa Fe Railroad, was published in the December issue of The Nation's Business.

HENRY FORD'S attitude on railway problems, as set forth in the November *Nation's Business*, appeals strongly to the American people. His face is turned toward the future, and he confidently proposes reforms which are in the public interest. He has the courage of his convictions, and he does things instead of merely talking about them.

But the beguiling charm of his genius makes it all the more important to weigh with care his criticisms and proposals. It is particularly important to appraise at their true value his achievements on the D., T. & I. Railroad, because it is those achievements which have given him, in the popular estimation, a certain authority to speak on railway matters.

What Ford Ownership Meant

At present we have the results of only six months of Mr. Ford's management of the D., T. & I., the months of March to August of the present year. It is imposible to formulate with certainty conclusions of controlling value from the six months' operation of any railroad, but as to Mr. Ford's railroad, the one thing about which we can be certain is that his small railroad has become an adjunct to his big motor plants, and that this has completely changed the railroad's earning capacity and has put it in a class entirely apart from railroads in general in this country.

A favorable earning capacity for a railroad depends, of course, on its costs, but even before that it depends on an adequate volume of business that pays a satisfactory revenue and admits of being handled under favorable operating conditions. It is in these respects that Mr. Ford has wrought the one certain metamorphosis in the character of the D., T. & I., and he has done it simply because he has turned over to it the great and steady traffic to and from his factories. In addition to a large inbound movement, his plants give the D., T. & I. probably more than 5,000 cars of high-class outbound traffic per month—a traffic that earns an unusually good revenue and that has the rare advantage of being received, handled and delivered in solid trainload lots, so as to minimize the heavy costs of terminal handling and so as to get the maximum service out of the train —and all this over the northern part of the

Hines on Ford

"He has brought every competing railroad system in the country to the door of his factory. . . ."

". . . can offer the tempting bait of high-class traffic in trainload lots at regular intervals."

". . . the quick terminal service which his autocratic position as combined shipper and carrier enables him to demand."

"It is to be confidently expected that Mr. Ford will make numerous improvement in operation which can be followed to advantage on the railroads generally.

"It is seriously questionable whether this movement [against nonproductive stockholders] ought to be carried to the extent of promoting the control of common carriers by large industrial enterprises."

"It is contrary to the public interest for a large shipper like Mr. Ford to own and operate a railroad by means of which he has a powerful leverage for obtaining special consideration from the common carriers."

"We can congratulate ourselves that the present combination [Ford and the D., T. & I.] is in the hands of a genius who is willing to turn his railroad into a laboratory for the making of experiments."

railroad, which is understood to have the best operating conditions.

Greater Revenue—Smaller Tonnage

Mr. Ford denies that this change is important, because he says the railroad had an even greater tonnage in the past. But he strangely overlooks the fact that the tonnage in the past earned a much smaller rate and could not be handled from origin to destination on the D., T. & I. in solid trainload lots.

The following comparison of the months from March to July, 1920 and 1921 (August, 1921, not yet being available as to all these factors), will serve to illustrate the much greater revenue derived from the smaller tonnage which the railroad has been obtaining this year:

	Revenue Ton-Miles	
	1920	1921
March	38,916,414	22,571,995
April	42,216,433	31,640,541
May	45,075,879	42,090,654
June	42,702,109	38,589,439
July	53,600,300	38,217,145

Freight Revenue		Revenue per Ton-Mile	
1920	1921	1920	1921
$372,561	$413,736	$.00950	$.01830
257,128	674,692	.00600	.02131
366,349	721,562	.00810	.01710
367,276	686,355	.00860	.01778
383,781	723,634	.00716	.01893

In the past the traffic of the D., T. & I. has appeared to be peculiarly lacking in all good points, but over-night it finds itself blessed with a large additional traffic of extraordinary desirability, which more than offsets the diminution in tonnage which the D., T. & I., in common with all other railroads, has suffered during the present long and serious slump in business.

Brings Railroads to Him

By purchasing this railroad Mr. Ford has done what was the equivalent of bringing practically every competing railway system in the country to the door of his factory, and that is an advantage which no competing manufacturing plant enjoys. What he can do through this means in getting for his railroad increased divisions of through rates remains yet to be ascertained, because it is not at present known, but the impression prevails that he has secured increased divisions. A shipper who does not own a railroad must pay the published tariff rate, which is known to his competitors, and he cannot lawfully get any concession from the carriers. But when he owns his own railroad he can get in the shape of an increase in the division received by his railroad out of the through rate a concession which is not published in the tariffs or reported, unless in exceptional cases, to the Interstate Commerce Commission. Certainly there is a tremendous inducement for especially large divisions when the shipper can offer to a large number of competing railroads the tempting bait of high-class traffic in trainload lots at regular intervals.

There are probably other advantages for his railroad growing out of his position as a shipper. For example, it would be strange if Mr. Ford could not force his connections to take his desirable traffic at such hours in the day or night as to save his railroad (and as to put on the connecting railroad) the succeeding day's rental or *per diem* of $1 per day per freight car. Likewise, he is apparently able to force his connections to supply him special service by accepting his traffic from his railroad within a few minutes after they receive it.

Prosperity Proves Nothing

The fact that under such circumstances the railroad has turned long-standing adversity into a certain measure of prosperity is the most natural thing in the world, and in itself proves nothing whatever for the Ford railway policies, which are too new to admit of measuring their economic value—and indeed some of the most important and interesting of these policies did not become effective until the very end of the six-month period, which is all we have to examine, and even now some of them are still entirely in the realm of discussion.

Mr. Ford states that he has speeded up the movement of traffic on his railroad, and that other railroads should do likewise. This brings into interesting relief the fundamental difference between the railroads in general and the D., T. & I. in its new role of Ford plant facility.

The great element in the slow movement of freight traffic is the time consumed in the terminals. It is highly important to reduce terminal work and to cut out delay in the terminals. The United States Railroad Administration gave special attention to this

subject and found the most cordial attitude on the part of railway officers generally to its efforts in this direction. It inaugurated in September, 1919, special local terminal committees, with representation of the shippers as well as of the railroads, and sought to put into effect all practical suggestions looking to the elimination of factors leading to delay or unnecessary work. Similar efforts have been continued since the resumption of private control.

Better Ideas Welcome

Every additional impetus of improvement is to be welcomed, whether through consolidation of terminals or terminal handling, movement of trains without breaking them up at intermediate terminals, increased promptness in effecting deliveries between connecting railroads, elimination of delays, as, for example, delays in loading or unloading, or on account of billing or because of slowness in repairing cars developing defects in transit. Any new thoughts which Mr. Ford can originate and justify will be gladly seized upon by the railway fraternity, in my opinion. But apparently the principal way in which he copes with the terminal problem is to put the terminal burdens on his connections by requiring them to take the traffic off his tracks within twenty minutes. What happens after that is not his problem, but theirs. They are no doubt willing to do this as a special service in his particular case in order to get his traffic (and to maintain, if necessary, special terminal crews for this purpose), but it does not follow that they can do the same thing in all cases. Indeed it may be a question whether sometimes they do not run the risk of prejudicing other traffic in order to give Mr. Ford the quick terminal service which his autocratic position as combined shipper and carrier enables him to demand.

Mr. Ford also says that he has been able to speed up the delivery of the traffic from his factories by from seven to fourteen days. He says this enables him to reduce his working capital by about $30,000,000.

Makes Other Roads Speed Up

It is clear he does not mean that he has reduced the time of movement over his own railroad by from seven to fourteen days. In fact, this traffic does not move on his own railroad except for a short distance in most cases—say from 70 to 100 miles. What he must mean is that he demands of his connections as the price of giving them his traffic that they speed up the delivery to final destination by from seven to fourteen days. Here again his connections may be willing to do this in order to get his traffic, but it does not follow that they can do the same thing for all of Mr. Ford's competitors or for the general public, and the question again arises whether the railroads may not at times be forced to delay other traffic in order to give Mr. Ford the special fast movement which he demands, and which his special position enables him to obtain. It is clear that Mr. Ford's railroad does not supply the ideal field for experiment as to fast train movement, because the haul on his railroad is too short and his traffic is too special in character to present the problems which exist on the railroads generally.

If we were to judge by the average car miles per day, we would have some question as to whether he has made sustained progress in speeding up the handling of the traffic over his own line. These averages for the last six months, March to August, of this year and last year, were as follows:

	1920	1921
March	20.5	27.8
April	9.6	26.3
May	10.7	27.3
June	10.9	25.1
July	18.5	21.6
August	20.9	20.7

All Cars Are Figured In

It is fair to say, however, that this average of car miles per car per day is by no means conclusive of the speed obtained in the movement of cars actually handling traffic, because the average is based on all the cars which happen to be on the railroad at the time, including surplus cars. Thus in the time of a slump in business such an average goes down, and in time of heavy business the average goes up, regardless of the actual speed of the cars containing loads.

However, despite the unique situation of the D., T. & I. at the present time, it is to be confidently expected that Mr. Ford will make numerous improvements in operation which can be followed to advantage on the railroads generally. The promotion of contentment, and consequently of increased efficiency on the part of the employes, the elimination of unnecessary employes (including lawyers), the resort to more direct action and the cutting out of lost motion in the settlement of claims, the getting rid of obsolete

or needless reports and statistics, the development of the standing and authority of the local station agents, are all things which are pre-eminently desirable, and it is to be earnestly hoped that Mr. Ford can throw new light on how to accomplish them.

It is also much to be desired that, even for the sake of a small additional reduction in cost, he will not put into effect the policy which the newspapers attribute to him of discontinuing certain labor statistics which will be necessary for adequate comparison with other roads.

Too Early to See Results

It must be again emphasized that it is yet too early to know what economies Mr. Ford can achieve even with all those advantages which put his railroad in a class entirely apart from the railroads in general. The results of operation for the six months, March to August, 1921, do not indicate a steady upward trend in his net. The figures are as follows:

	Operating Revenue	Operating Expenses	Operating Income
March	$439,052	$352,970	$ 76,252
April	697,491	395,816	291,905
May	744,406	422,328	311,302
June	713,527	376,383	327,003
July	744,498	444,794	285,329
August	763,840	548,246	197,234

These figures, in connection with those above given for the months of March to July, emphasize anew that the principal factor in the net is the greatly increased gross, notwithstanding a smaller tonnage.

The country will certainly be the gainer if Mr. Ford can design lighter locomotives which will do the same work as the existing heavy locomotives, and if he can design lighter freight cars which will do the same work as the existing freight cars, and which will be strong enough to be hauled and switched (as they would have to be) in the same trains and cuts of cars with the existing heavy equipment throughout the country, on all sorts of grades and curves and under all sorts of conditions.

Problem of the Stockholder

It is not clear what Mr. Ford means by eliminating the unproductive stockholder. I cannot imagine he means that existing stock should be confiscated. If he means that for the future stock should not be issued except for appropriate value which has been or is to be put into the property, that seems to be assured by the Transportation Act. If he means that it is is desirable to encourage the ownership of stock by employes and by people who live in the communities through which the railroads run, that certainly is an ideal which I believe the public and railway people would like to see realized. The closer we can get to a condition where the people who use and work on the railroads themselves own the railroads and help to finance them, the better it will be for the country. If Mr. Ford can develop some new methods of accomplishing this result, he will certainly render an important service by doing so. It is seriously questionable, however, whether this movement ought to be carried to the extent of promoting the control of common carriers by large industrial enterprises.

While speaking of the promotion of the ownership of railway stock and the financing of railway necessities by the railway employes and the people living in the communities along the railroads, I would like to suggest that in order to accomplish such an object it is most important that the government avoid making frequent and hasty changes in its railway policy.

Contrary to Public Interest?

For example, it would be a detrimental move if the government in this difficult and transitional period should repeal the authority the Interstate Commerce Commission possesses for the protection of the interstate situation over intrastate rates, or should repeal the duty of the commission to fix rates sufficient, within practicable limits, to pay a fair return on railway property. Through such repeals the chance of securing more widespread popular ownership of railway securities and greater participation by the general public in railway financing would be rendered much more remote, and the necessity for resorting at high cost to highly specialized financial experts for assistance in railway financing would become greater than ever.

In conclusion, I wish to express my personal opinion that it is contrary to the public interest for a large shipper like Mr. Ford to own and operate a railroad, by means of which he has a powerful leverage for obtaining special consideration from the common carriers of the country. But as long as this is permitted by law, we can at least congratulate ourselves that the present combination

is in the hands of a genius who is willing to turn his railroad into a laboratory for the making of the experiments which his resourcefulness suggests, and I shall be surprised if some of the experiments do not turn out to be valuable from the standpoint of railway companies in general.

Surely, with his remarkable record in economical production and with his extraordinary personality, he can impress his spirit and his methods upon 450 miles of railroad, with about 2,000 employes, so as to obtain substantial economies. Some of them should be practical examples for the 250,000 miles of railroad with their 2,000,000 employes, but their problems are by no means as simple, and they cannot enjoy the unique advantages which the Ford railroad enjoys.

He Now Sees Value of Pension System

G. E. McAfee, pensioned agent, residing in Salem, Ore., recently wrote to Superintendent T. H. Sullivan of the Iowa division as follows:

"In returning herewith application for annual pass for 1922, I desire again to express my gratitude to the grand old Illinois Central Company not only for the pass which is to be furnished me, but for many other things, among which is the monthly pension, which never fails.

"As I look back over the thirty years which I so happily spent in the service, I am deeply sensible of the fact that neither myself nor the associates with whom I had an intimate acquaintance placed anything approaching a true value upon the pension plan which was provided us by the management. Had we done so, we would have been more painstaking in our work and have had a deeper interest in all things having to do with the welfare of the company of which we were a part, and would have placed a very high value upon the positions we were so fortunate as to hold.

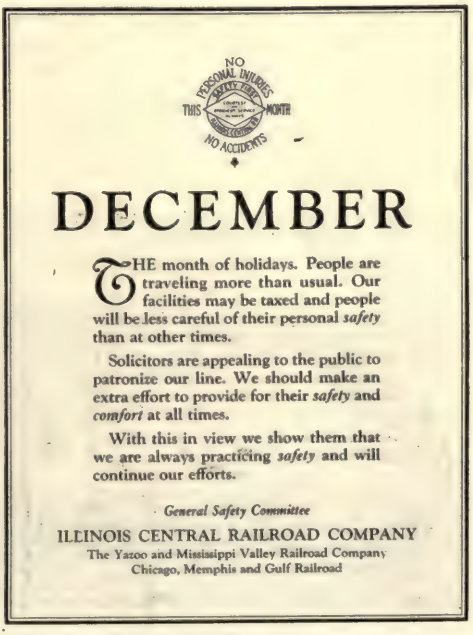
"As a matter of fact, we did realize that at some time in the dim future we might be given this pension, but in somewhat the same way as we felt that at some time we might become President of the United States.

"I sincerely hope that the present generation of employes is placing more nearly the true estimate upon the value of the pension system, and I am sure that every one of the present pensioners would deem it a privilege to have an opportunity to impress the matter upon the minds of those who have taken up the work where we so regretfully laid it down.

"I sometimes regret that my lines have fallen in places so distant that I cannot often meet even one of the great Illinois Central family, and I must own to an occasional attack of homesickness, but I certainly appreciate the monthly pension, the *Illinois Central Magazine* and the annual pass.

"You may wonder that I prize the latter when I am hundreds of miles from the nearest mile of the Illinois Central track and cannot show it to an Illinois Central conductor, but I do, and each one I receive is carefully placed with the others I have accumulated, and I now have a collection of which I am right proud.

"Besides, one of these days, when the Illinois Central has acquired the Southern Pacific, my wife and I will take many a pleasant little journey in Oregon, where every mile is a delight to the eye."



Good for All of 1922, *Too*

Natural Rock Asphalt a Traffic Source

Kentucky Industry Is Spurred On by the Many Highway Developments That Are Impending

By W. G. CRAWFORD,
Agent, Greenville, Ky.

ARRANGEMENTS are being made for the construction work on the new rock asphalt mill near Rock Port, Ky., on the Muhlenberg side of Green River. Bids are being received by the Natural Rock Asphalt Corporation for the grading of 2,500 feet of siding from the main line of the Illinois Central to the mill site. It is expected to have this plant in operation by spring, with an intial capacity of 1,000 tons of the finished product a day.

The locating of this plant on the Illinois Central will result in a great deal of new business for this company. Many states traversed by our lines have already voted bonds for highways, and the construction of these highways will begin in the early spring of this year. Our agents and representatives at points where these highways are contemplated will be doing their communities a good turn by calling their attention to this wonderful road material. By doing this, they will also increase the earnings of this company in transportation charges.

A Fine Road Material

Building and maintaining good roads are now recognized public necessities. The federal government, the states and the counties are co-operating in connecting all important towns by highways over which traffic can pass with economy and comfort. One of the most important features of such roads is construction that will be durable and waterproof and will sustain the traffic without breaking down and deteriorating so as to make them expensive to maintain.

It is estimated that the cost per mile per year to keep up the surface of even the best type of macadamized roads is from $500 to $1,000.

Equal to European Product

Natural rock asphalt has been the highest type of pavement in Europe for more than one hundred years. About seventy years ago natural rock asphalt was imported from Europe and used in New York City and elsewhere along the Atlantic Coast. Rock asphalt streets laid in St. Augustine, Fla., in 1885 are still in service. The cost of ocean transportation, however, was so high as to make the extensive use of the imported rock prohibitive. American genius then devised a substitute for natural rock asphalt by mixing hot asphalt and sand by machinery, which constitutes the common type of sheet asphalt in use today.

The natural rock asphalt deposits of Ed-

Left: Flushing Soil From Top of Asphalt by Hydraulic Pressure. Right: Open Quarry, Showing Face of Ledge and Asphalt in the Rough.

monson County, Kentucky, equal in every respect the European product. When they first became known, however, their inaccessible location made them unavailable for use until the improvement of Bear Creek, Green and Nolin rivers provided water transportation to railway points.

Extensive beds of this rock asphalt have recently been surveyed along these rivers in Edmonson County. Blasting into the face of the cliffs has revealed rich black rock, or asphalt, in a bed eighteen feet thick. It is estimated there are several hundred million tons along the banks of these rivers.

Comparatively few persons know about these vast deposits of a material which, in its natural state, without adding anything to it or taking anything from it, makes the best known surface for roads and streets.

While this asphalt has been quarried and shipped for many years in a limited way to various parts of the United States, it is only within the last five years that its use has become generally known. Only one company has thus far produced this material extensively and put it on the market.

Natural rock asphalt, as found in its purest and most valuable state in Edmonson County, was formed by the infusion of petroleum, ages ago, into a bed of sandstone, or silica (quartz) sand. Once deep under the earth or under the sea, it was later raised, by some upheaval, above the sea level. The volatile oils leaked out or evaporated when the erosion of the surface into the valleys cut through the deposit. The heavier asphaltum base of the petroleum remaining, thoroughly impregnating the original oil sand, finished the product now know as "black rock," or rock asphalt.

Mining the Kentucky Asphalt

The mining or quarrying of this product is not a complex problem. When it is found under but a few feet of cover, the over burden is stripped by hydraulic methods. When the cover is thicker and heavier, steam shovels are used. The rock is taken from the quarries in large blocks, just as other stone is quarried, loaded in tram cars, carried to the barges and transported down Green River to Rock Port, where the new mill will be located.

At the mill it is crushed into smaller pieces and run through a great pulverizer which reduces it to the fineness of the sand which it contains. This sand is sticky because the original rock was saturated with the asphalt that was left in it when the volatile oils evaporated or leaked out.

Every grain of this fine, sharp, linty sand is perfectly coated with asphalt by the ages-long process of nature. This pulverized rock asphalt is spread on the road to a thickness of about two inches on top of a foundation of cracked rock such as would be used on the ordinary macadam road. It is then rolled cold, just as it comes from the mill. This makes the construction of roads simpler, quicker, easier and cheaper than can possibly be done by any other process or with any other material. The completed road presents a smooth, resilient, gritty surface that will not "bleed" or buckle in hot weather, will not crack in cold weather, and is not slippery when wet.

Comparison of Chemical Analyses

It has been found necessary in the artificial, or hot mixed, types of asphalt paving to use approximately 10 per cent of bitumen in order to cover the grains of sand and bind the mixture. This large proportion of bitumen causes a pavement to creep, roll, buckle, have a wash-board effect in the road surface and "bleed." It also becomes soft in hot weather and cracks in cold weather.

Standard road specifications for natural rock asphalt call for a bitumen content of from 7 to 9½ per cent. Chemical analysis of the deposits of natural rock asphalt of Edmonson County show bitumen 7.75 to 9.65 per cent, which, when ground together, averages approximately 8 per cent bitumen and 92 per cent silica quartz, a reduction of 20 per cent in bitumen content under that of the hot mixed types of asphalt pavement.

Many of the natural deposits of asphalt rock in the United States have a limestone base, which does not render them suitable for the best type of road surface. Kentucky natural rock asphalt, however, is composed of a mixture of pure silica sand and bitumen, and is the ideal material for the highest type of road pavement. Kentucky natural rock asphalt pavement subjected to heavy traffic for years shows no appreciable wear. It never loses its life. Tests show that ma-

Left: Warren County, Kentucky, Road in Course of Construction, Showing Three Stages of the Work—Limestone Base and Asphalt Surface Before and After Rolling. Right: The Completed Asphalt Road.

terial which has been down as long as fifteen years is practically as alive today as it was when laid.

Repair Work Advantages

Repair work simply consists of preparing the spot for repair in the usual way and of rolling in a little additional cold pulverized rock. It is laid without heating in ordinary temperature by common labor, and no particular machinery is used in making these repairs. Ordinary asphalt requires mixing with sand and other materials in specially constructed machines, with a certain amount of heating and it must be hot while being transferred. The required sub-surface with ordinary asphalt is also costly. Added to this, the work of repairing must always be carried out along lines parallel to the original expensive construction. The Kentucky rock asphalt eliminates all of these enumerated drawbacks associated with construction and repair by ordinary asphalt.

It is known that five hundred tons of the rock asphalt are required to pave a road sixteen feet wide for one mile. At this time the asphalt is being sold around $9.50 a ton. This means that the asphalt material for a mile will cost $4,750, which makes it by far the cheapest high-grade paving material known.

Tests Prove Its Worth

Natural rock asphalt from Kentucky now surfaces some of the best and most durable roads and streets in the country.

On Nelson avenue, Columbus, Ohio, a test road was built by the state highway commission in 1909. Seventeen sections of different types of road were laid. The section surfaced with natural rock asphalt is still in perfect condition, without having been repaired. Nearly all the sixteen other types of road have been extensively repaired or reconstructed.

The section of the Dixie Highway in Jefferson County, Kentucky—built partly before the war, partly during the war, and now being extended—sustained a traffic of four thousand vehicles a day during the war, including all the heavy military traffic between Camp Knox and Camp Taylor. No better road can be seen anywhere today.

Muhlenberg and Warren counties, Kentucky, are using this material extensively. Several miles have been completed in Warren County. In Muhlenberg County the citizens recently subscribed $220,000 to assist in building seven miles of federal and state-aid highway, known as the Central Highway, extending from Owensboro, Ky., where it connects with the Ohio River road, through Greenville, Central City, Madisonville, Dawson Springs, Princeton and on to Paducah. The surface of these seven miles will be Kentucky rock asphalt.

COL. W. G. ARN HONORED

W. G. Arn, assistant engineer, maintenance of way, of the Illinois Central, is now serving as president of the Chicago section of the Society of American Military Engineers. The election of officers was held November 16. Colonel Arn served in France as an officer of the Thirteenth Engineers, in which many of our men enlisted.

Behind the Scenes in a Standard Diner

Four Cooks and Six Waiters Work in Limited Space, and Each Has His Own Share to Do

By T. S. ROBINSON,
Chief Clerk, Dining Service Department

IN the November issue of this magazine appeared an article on the dining car steward and his duties. But what of the dining car employes other than the steward?

The crew of a standard dining car (containing thirty-six seats) on a heavy run usually comprises one steward, four cooks and six waiters, a total of eleven men. However, the dining car must not be confused with a cafe car, or club car, which seats twenty-four passengers at the most and consequently needs fewer employes. This type of car is usually found on the lighter runs. Standard diners are used on long, heavy trains; should the traffic justify it, two dining cars are used on one train to serve the passengers, this being the custom when the passenger list exceeds eighty first-class fares.

Four Ranks of Cooks

Dining car cooks are selected for their competency and physical fitness. This applies to all classes. Cooks are graded according to their ability and their knowledge of the culinary art, as follows: first, or chef-cook; second cook; third cook, and fourth cook. The grades and the salaries go hand-in-hand and are commensurate with the services rendered.

The chef (French for chief) has complete supervision of the kitchen. He has three assistants, all more or less with separate and distinct duties to perform during each meal. The chef is responsible for the preparation of the food—the tasty and palatable portions delivered to the patrons of our dining cars. He is constantly attending the preparation, be it boiling, broiling, frying, stewing, sauteing, blanching, braising, basting, roasting, baking, or what not, until the food has passed from the raw material through the various stages of the culinary art to choice appetizing dishes properly garnished, ready for the waiters' service.

It has always been the policy of the Illinois Central dining service department to purchase the best provisions on the market, as in most commercial matters the cheapest is the dearest in the end. In the matter of stock, it is necessary to have, above all, a sufficient quantity of the finest materials at one's disposal. It is absurd to expect excellent cooking from a chef (be his merits or talents what they may) whom one provides with defective or scanty goods.

How the Chef Works

Besides general supervision, the chef's personal attention is directed toward making soups, salads, sauces; carving meats (both raw and cooked), making pastry and bakery goods, and often running the broiler in the preparation of fish, steaks, chops, and poultry. He is always ready to help the second cook when the latter has more work than he can do. Teamwork is the greatest asset of a dining car crew. Without it, no crew could render efficient service and get proper results.

The chef uses many French technical terms on the menu, words for which there is no English equivalent, as it would strain the meaning of certain English words in order to fit them to a slightly unusual application. In so doing, he follows a precedent which has been established for many decades all over the world. The example for such verbal adoptions was set long ago in France, where sporting and other terms for which no suitable native words could be found were borrowed wholesale from the English language and Gallicised. It is therefore not unreasonable to apply the principle to terms in cookery, which, though plentiful and varied in France, are scarce in this country.

The pay of an experienced chef-cook ranges from $118 to $178 a month, including seniority and overtime.

Where Second Cook Comes In

The second cook is the chef's assistant—that is, if he has the ambition to be promoted to a better position with more pay, he is always striving to do more and better work and is eager to learn the chef's duties. Otherwise he is merely the one who takes care of

the short orders, as cooking cakes, sausage, ham or bacon and eggs, omelettes, entrees and stews, and vegetables. If he is efficient and anxious to improve, he will do the pastry and bakery work, besides looking after the broiler orders. He keeps the range and broiler clean and helps the third cook when that cook has more work than he can do.

Many of our chef cooks have developed from second cooks, and they are preferred for the service, on account of their intimate knowledge of doing things the Illinois Central way. The second cook always helps check out the supplies at the commissary, loads the stores on the car and puts them away properly. The monthly pay of a second cook ranges from $91 to $150, including seniority and overtime.

The third cook is an embryonic second cook. Many third cooks on the Illinois Central have demonstrated their fitness and ability by sheer stick-to-it-iveness of several years' hard work and have become our best second cooks. The third cook is usually the first man to open the diner-kitchen of a morning. He starts the fire, prepares the cereal, makes the coffee, bakes the apples, browns the toast, dishes up the vegetables and looks after the bread orders. He prepares the vegetables and often cooks short orders when he shows an inclination to follow the cooking profession and to develop into a second cook. He lends a hand in helping out the fourth cook (whom he treats as a subordinate) when the occasion requires it in rush hours. The monthly pay of a third cook ranges from $76 to $115, including overtime.

Fourth Cook Is "Pearl-Diver"

The fourth cook is last, but not least, for his services are indispensable, and I have known several to develop into fine chef-cooks by their untiring and loyal efforts in trying to better themselves in the cooking line. A fourth cook, sometimes dubbed a "pearl-diver," is usually busy washing dishes, pots, pans and other kitchen utensils used in the preparation of a meal. He keeps the kitchen floor and vestibule clean and often takes care of the fire, ashes and garbage—all necessary in keeping the service neat, clean and sanitary. The pay of a fourth cook ranges from $61.50 to $82 a month, with overtime.

All cooks are required to pass a surgeon's examination before entering the service and once every six months thereafter as long as they remain in the service. They are furnished with clean caps, coats, and aprons from the Illinois Central laundry for every meal. Clean, wholesome quarters await them at the distant terminals when out on their runs.

A standard dining car kitchen is about 18 feet long and 4 feet wide. This gives little room for the movements of four cooks in the performance of their duties, when we consider the cooking and serving of an average of one hundred meals in about two and one-half hours, under the unfavorable conditions of sudden stops and starts and the instability due to a 60-mile speed around sharp curves.

Chief Waiter Nearest Kitchen

Of the six waiters on a dining car, the first waiter, or pantry-man, seems to hold the most important post. He is responsible for the care and storing away of the milk, cream, ice cream, butter, bread, cheese and fruits and vegetables which are used as relishes, besides such dry stores as are used immediately by the waiters, such as sugar, salt, pepper and all other condiments. On account of his many duties and the necessity of his being in the pantry much of the time showing the other waiters many attentions, he always has been given the first station, or the one next to the pantry.

It might be proper to note here that each waiter is given a separate station and a distinct side work. In a 36-seat car, containing six large tables and six small ones, it can readily be seen that each waiter has an equal share of the work to do, and in that way seldom has more than he can properly attend to if he is a competent waiter.

The second waiter's side duties have to do with cleaning the large silver, keeping the buffet dressed and clean, mopping the marble-matting and attending to all car orders and supplies. He waits on the second section of tables.

This One Keeps the Linen

The third waiter looks after the linen—the table cloths, table tops, napkins—counts and sacks the soiled linen, and tags and ships it to the laundry in Chicago. He also cares for the drapery and curtains, and in cases of necessity keeps up the Baker heat-

er. He has charge of the third section of tables.

The fourth waiter cares for the small silver and steel knives and looks after the dusting and general cleaning. He serves the fourth section of tables.

The fifth waiter looks after the cleaning and filling of all vinegar and oil cruets, salt and pepper shakers and all sugar bowls. He has charge of the fifth section of tables.

The sixth waiter looks after all glassware and trays, keeps the chill-box clean, sweeps and cares for the aisle strip. He looks after the sixth, or last, section of tables.

All waiters and cooks take orders from the steward and must use team-work to help one another along. The monthly pay of a waiter ranges from $59 to $88, including overtime. However, to this amount must be added the dozen small gratuities received every day while rendering that ever-faithful service, kindly and attentive, which wins the thanks of the Illinois Central and its passengers.

Now Out of the Harness After 49 Years

Jerry O'Connor, veteran section foreman of the Springfield division, was retired recently after forty-nine years of faithful service. Following is an excerpt from the Illinois State Register at Springfield, wherein mention is made of his faithful service.

Forty-nine years of honorable service with the Illinois Central Railroad, retirement with a small pension, a comfortable home, and five children all well located in business and in professions, is the happy situation of Jerry O'Connor, 1128 East Adams street, who, with his wife, is about the most contented person in the city of Springfield.

Jerry O'Connor

Jerry O'Connor came from a family of railway men. His father was employed as a section foreman as far back as Jerry can remember, and it was with his father as a track laborer that Jerry began his service with the Illinois Central on the track between Anna and Cobden. Since that time he has held the position of section foreman, supervisor of division, section foreman again, flagman and laborer, but always with the same railroad. He was holding the place of flagman at the Eighth street crossing in Springfield in July this year when he was stricken with apoplexy and was declared physically unqualified longer to serve the railroad. Two years were still lacking in the length of service to give him a retirement with a pension, but the committee at its meeting in August granted the retirement anyway, and with it the part pay, and a pass over any of the company's lines for the remainder of his life.

Mr. O'Connor, in his forty-nine years with the railroad, has seen many changes in the construction of roadbeds, and his coming in contact with the railway public has given him an insight into the habits of the people. He says there are more accidents on the roads now than forty years ago, but he attributes them to the fact that there is more travel.

"People are not more careless than they were forty years ago; there are just more people," was his explanation of the increase in number of railway casualties. "People do not walk the tracks now as they did years ago," continued Mr. O'Connor in speaking of persons being killed by trains. "Forty years ago the streets and roads were bad, and people living in the outskirts of the city or in the adjacent country always used the railway tracks in walking into the city."

One of the greatest inventions in road building in his experience, he said, was the "angle bar" connecting the rails on the road, which permits them to contract and expand with the change of temperature without becoming disconnected. The block system of controlling trains on the track is another invention of much value, thinks O'Connor, and also the larger rails being used now. Forty years ago trains were drawn by the 10-ton engine, and seventeen cars was a heavy drag. Now the rails are much larger and permit the use of 100-ton engines and the drawing of trains of 100 cars.

Our Veterans of the Blue-Grass Country

Kentucky Division Old-Timers Include a Civil War Soldier and an Expert Cushion Maker

THE Kentucky division of the Illinois Central System has five men in service who have watched the history of that part of the system in the making. The record of each dates back to the roads that were predecessors of the Illinois Central System in that region.

E. D. Gourieux, car foreman at Paducah, who boasts of being one month and three days older than the Illinois Central, has been in the service for forty-three years. He is now in his seventies, and has never had to wear glasses. J. J. Connors, conductor between Louisville and Paducah, has been in the service for forty-one years. His railway career started when he was a husky lad of 15. Louis Rapp, upholsterer in the shops at Paducah, is keeping the engine crews of the Kentucky division in a happy frame of mind with his excellent cushions. He has been in the service for forty-one years. J. M. Milstead, car carpenter at Princeton, is one of a very few men who were in the army during the Civil War and are still in the service of the Illinois Central. He was a lad of only 14 when the war began, but he enlisted, and was in several battles. His record of railway service is forty years. J. W. Whedon, conductor between Louisville and Paducah, was one of the men responsible for the establishment of the hospital at Paducah back in 1884. His service extends over a period of 37 years.

Older Than Illinois Central

E. D. Gourieux, car foreman at Paducah, Ky., proudly boasts of being one month and three days older than the Illinois Central System, and he is apparently in just as healthy a physical condition as the railroad. He was born January 7, 1851, at Pont-a-Mousson, France. His service record with the Illinois Central is forty-four years.

When Mr. Gourieux was but a small child, his parents went to St. Thomas, West Indies, then to Panama, and later to New York. After living in New York four years, Mrs. Gourieux took her 7-year-old son back to France. The father remained in America. Soon after her arrival in France, Mrs. Gourieux died. The boy lived with his grandparents until he was 14 years old. He returned to America then, and went to Paducah, Ky., where his father was a house contractor.

Mr. Gourieux served four years as a carpenter apprentice under the direction of his father at Paducah. He says that every piece was made by hand in those days. It was not possible to order machine-made pieces from the mill, as is done now. Lumber was all the mills furnished.

One Job After Another

October 1, 1868, Mr. Gourieux began his railway career as a laborer on a new railroad that was being constructed from Huntington, Tenn., to Jackson, Tenn. The contractor for whom he was working had a contract for the construction of the first ten miles of the roadbed. Mr. Gourieux says after the grading was completed, the gang of workmen was transferred to another job, and he does not know yet whether that railroad was completed or not.

Just previous to the outbreak of the yellow fever in 1878, Mr. Gourieux was gang foreman on a tie train of the Texas & Pacific. He left Texas at that time and returned to Paducah, where he entered the service of the Paducah & Memphis Railroad as a section foreman.

Shortly afterward he was made a watchman on a construction train. His duties were to keep the boiler from freezing at night, waken the cook in the morning and take a ticket or notice from the passing trains. The latter was necessary as a verification of their passage, he says.

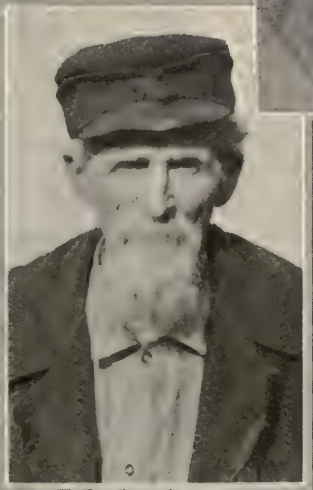
Back Twisted and Straightened

Later he became a fireman on one of the early wood-burners, and at the same time worked extra in the shops at Paducah. Mr. Gourieux was a versatile workman. When anyone was off duty, no matter what his job was, Mr. Gourieux was called to take his place. He says that there were no division

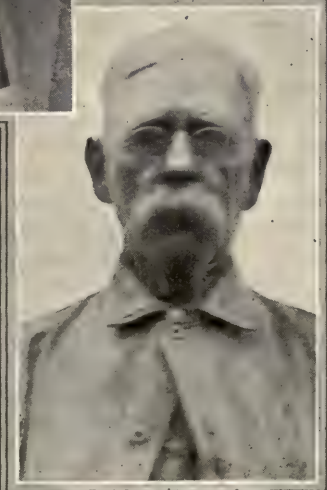
J. J. Connors

J. W. Whedon

Louis Rapp



E. D. Gourieux



J. M. Milstead

or classification of workmen in those days. If a man could do two different kinds of work well, he was placed at both of them.

Mr. Gourieux was next made a foreman and conductor on a pile-driver. He says that in those days the train crew worked on the pile-driver as well as run the train.

In his early days of railroading (he does not remember the exact date) Mr. Gourieux's back was injured in a wreck. When the injury had healed, his back remained twisted. But on March 23, 1884, while he was standing at the side of a passing freight train, a line broke and struck him a terrific blow. He was knocked down, a leg and an arm were broken, and his back was injured again. When he had recovered, his back was again straight. Often, he says, trainmen who know him threatened to present him with a bill for the straightening of his back.

A Real Christmas Reunion

He was off duty after the accident until October of the same year. He was not able then to handle a laboring position, but he was given custody of the water pumps in the shops at Paducah. He continued there until the city put in a waterworks.

In 1885 he became a carpenter in the shops. He had not been there but three months when he was placed in charge of a gang, and he gradually worked up until he was made car foreman.

Mr. Gourieux has never had to wear glasses, although he is in the seventies.

His wife was a Paducah girl, daughter of French parents. They have nine children, four boys and five girls. All the children are married, except the two youngest ones.

Christmas Day the entire family came together at the old home in Paducah. Mrs. Gourieux was at the height of her happiness, he says, when all her boys and girls and their children were about her. The huge pot went on the fire, as in the days of old, and the feast was the best that her experienced hands could prepare. The reunion numbered about twenty, Mr. Gourieux says, counting children, sons-in-laws, daughters-in-laws and grandchildren.

Mr. Gourieux expects to be placed on the pension list this year, but he says it is going to be hard for him to keep away from the shops at Paducah.

Helped Found Paducah Hospital

J. W. Whedon, now a conductor on the Kentucky division, was one of the men responsible for the establishment of the present Illinois Central hospital at Paducah, Ky. In the middle eighties, when health conditions around Paducah were bad, Mr. Whedon was an employe of the Chesapeake, Ohio & Southwestern, now the Illinois Central. Plans worked out at that time for the hospital at Paducah, established in 1884, included assessments on the following basis, which would look peculiar on present wages: Those receiving $40 a month or less were to be taxed 40 cents; those receiving between $40 and $75, 50 cents; those receiving between $75 and $90, 75 cents; those receiving $90 or more, $1. Mr. Whedon was elected one of the eleven members of the first board of directors of the hospital.

Mr. Whedon for thirty-seven years has been an employe of the Illinois Central Railroad and lines that later became part of the system. However, his whole railway experience extends over a period of fifty-nine years.

He was born January 20, 1851, at Madison, Ind. In 1863, when 12 years old, he obtained a position as water boy on a passenger train between Madison and Indianapolis, on a line which later became part of the Pennsylvania System. In those days, there were no water coolers on the coaches. A barrel of ice water was carried in the baggage car, and the water boy carried a pail and cups through the coaches for the convenience of the passengers.

Many soldiers were traveling in those days, Mr. Whedon says, and he was allowed to sell lemonade. This brought him an income of from $4 to $5 each day.

One of Mr. Whedon's Experiences With High Water on the Kentucky Division.

From Water Boy to Brakeman

After serving as a water boy five or six years, he obtained a position as brakeman on that same railroad. In 1870, he accepted a position as brakeman on the L. & N. The same year he was promoted to conductor and sent to the Memphis division. He remained there until 1875.

Mr. Whedon has seen the Kentucky division of the Illinois Central make its history from the very beginning. He started to work on the Elizabethtown & Paducah Railroad as a conductor in 1875. Later the line was extended to Louisville, and the name became Louisville, Elizabethtown & Paducah Railroad. The line was purchased by the C. O. & S. W. R. R., and in 1886 the Newport News & Mississippi Valley Railroad took it over. Then, in 1897, it was bought by the Illinois Central.

Mr. Whedon first worked in 1876 for what later became the Illinois Central Railroad, but he left the service in 1877 and did not return until 1884. In that year, he accepted a position as freight conductor running out of Louisville. In 1886 he was made trainmaster at Memphis, but was there only two years when he accepted a position as passenger conductor out of Louisville. He has continued in that position since.

Had to Run Through Water

There was a serious flood on his run in April, 1913. Between Kosmosdale and West Point, Ky., the rising water covered the right-of-way and came just to the floor of the coaches. The fire-box of the engine escaped the water by only four inches. All trains out of Louisville made their scheduled runs every day except one. On that day, a heavy wind arose, Mr. Whedon says, and the bounding waves lapped up through the doors of the coaches, and the trains had to be detoured over the L. & N. tracks. When the water retreated, the Illinois Central track was in just as good condition as before. Mr. Whedon says the reason was that the roadbed was underlaid with four feet of rock.

Engineer L. L. Cofer has been on the same run with Mr. Whedon for nineteen years.

The Illinois Central had all-steel trains running into Louisville five years before any other road, Mr. Whedon says. When one of the competing roads did purchase one or two steel coaches, he says, they made so much "fuss" about it one would think that those were the only steel coaches in existence.

Engineer L. L. Cofer and Conductor Whedon, Who Have Been on the Same Run Nineteen Years.

Mr. Whedon was discharged from the Illinois Central Hospital in Chicago the first part of last month. He was there six weeks on account of an attack of bronchitis.

Served in Confederate Army

J. M. Milstead, car carpenter at Princeton, Ky., is one of the very few men still in the service of the Illinois Central who were in the army during the Civil War. He was only 14 years old at the time the war began, but he enlisted in the Confederate army.

Mr. Milstead was born on a farm in Warren County, Tennessee, August 29, 1849. He lived on the farm until September, 1863, when he joined Captain Kalaher's Boy Regiment. There were 700 boys in the regiment. They were equipped and drilled a short time at Humbolt, Tenn., and then were sent to Athens, Ala., where they engaged in a fight with negroes. They captured 1,500 and took Athens. After this, the boys were sent to various places

in Tennessee and Mississippi, and later took part in the battle at Brice's Cross Road.

About eight thousand Confederate soldiers were in this battle, which lasted one day, Mr. Milstead says. The Union soldiers were defeated, and thousands were killed and captured. The Confederates lost five officers and seven hundred men, he says.

Surrendered in Alabama

Mr. Milstead was in several other battles after that, and escaped each time without serious wounds. His regiment surrendered in 1865 to General Sturges at Montgomery, Ala., he says.

After he was released from the army, Mr. Milstead returned to farm life in Kentucky. This was in December, 1865, and he remained there until 1879, when he went to work on coal barges on the Ohio River.

October 1, 1881, Mr. Milstead accepted a position as carpenter on a bridge gang of the Chesapeake, Ohio & Southwestern. He says he worked ten hours a day, received $1.80 and thought it big pay. There were only three bridges on the railroad that were not constructed entirely of wood in those days, he says. The bridges at Eureka, Ky., West Point, Ky., and Gilbertsville, Ky., were partly built of iron. The tops were all wood, but the girders were metal.

Mr. Milstead was seriously injured November 2, 1882. He was knocked off of the Cuttawa, Ky., bridge with a long board in his hands, and fell thirty-seven feet into a pile of timber. From this he slid into the creek. When he was rescued, it was found that all his ribs on the left side were broken, as well as his collar-bone and breast-bone, and his hip was badly crushed. He was taken to the hospital at Paducah, and was unconscious for several days. His condition was such that the attending physician thought he would not live, Mr. Milstead says. He was in the hospital until March, 1883.

Founded a Tennessee Station

After his recovery, Mr. Milstead was given a position as watchman at the bridge at Big Hatchet river. He established a small station there, and named it Rialto, Tenn.

Later, he became the agent at his little station, and the company derived considerable revenue from lumber shipments at that point. But after four years, Mr. Milstead's health became so bad that he had to give up his position. He returned to a farm in Kentucky, where he stayed three years.

In 1890 he was again able to work, and accepted a position on a steam shovel at Gravel Switch, Ky. He was a fireman at first, then a craneman, and after five years was made an engineer. He remained two years longer, and then asked to be transferred to the shops at Paducah.

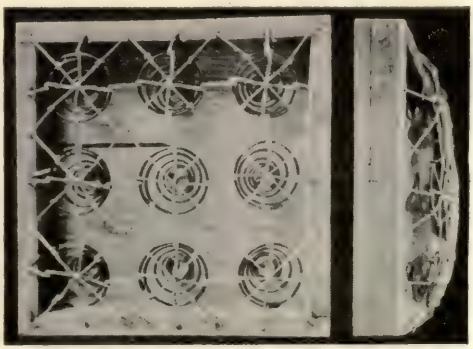
His request was granted, and he was made foreman of a lumber gang. After a year, he was made a car repairer, and in 1904 he was transferred to Princeton as car inspector. He had been in this position three years when he was made car foreman. When the shops were completed there in 1916, the work became too heavy for Mr. Milstead. He was then made a car carpenter, and remains in that position today.

An Expert Maker of Cushions

Louis Rapp is a man who can make an engine crew happier than almost anyone else. He is the upholsterer at the shops at Paducah, Ky., and he has invented a seat cushion which pleases all the enginemen who use it. He has received many letters to the effect, and he is constantly receiving requests for more cushions. When cushions are ordered from him, he builds them according to the person who is to use them. He always asks whether the man is of medium, light or heavy build, and constructs the cushion accordingly.

Mr. Rapp is a Kentuckian. He was born July 16, 1853, at Louisville. His father was a cabinet maker. Mr. Rapp says he does not remember when he first started upholstery work, but is sure that he was tinkering along when he was no more than ten or twelve years old.

His first railway work was with the Cincin-



Top and Side Views of the Frame of One of Mr. Rapp's Famous Cushions.

nati Short Line in 1872, when he was 19 years old. At that time, he was an accomplished upholsterer. His work gained recognition for him, and soon afterward he was offered a better position with the Louisville, New Albany & Chicago Railroad, now the Monon. In 1880 he accepted a position with the Chesapeake, Ohio & Southwestern Railroad at Elizabethtown, Ky., but he only remained there nine months. He then accepted a position in the Ohio Falls car shops at Louisville, and remained there until 1885.

Has to Have a Helper Now

The short time he was employed by the Chesapeake, Ohio & Southwestern at Elizabethtown had made an impression on that company. The value of his work was recognized, and in 1885 he was again offered a position as the C., O. & S. W. upholsterer. At that time there was not enough upholstery to be done on the railroad to keep one man busy, he says. The position was offered him with the condition that he would be willing to work in the paint shop when there was no upholstery to be done. He accepted, and was sent to Paducah, Ky.

Mr. Rapp has continued in that position in Paducah since 1885, but now his upholstery duties require his whole time. In fact, three months ago he became so crowded with work that he had to employ a helper.

In his early days with the C., O. & S. W. there was never a thought of doing upholstery work on an engine, he says. But now the attention each new engine gets keeps him busy a day and a half. For instance, a new engine gets a roof of canvas, two side curtains, one backing board curtain, one slide curtain, two awnings, two back rests, two cushions, two arm rests and three bumper cushions. Each piece of work takes a lot of time and care, especially the cushions, which Mr. Rapp takes great pride in making perfect.

Comforts for the Engineer

Mr. Rapp says the reason so much attention is given to upholstering the engines nowaday is that good upholstery has been found to be of great comfort to the engine crews. In former days, many of the engineers and firemen suffered with shattered bones in their arms on account of not having arm rests. Many of them lost the use of the affected arms, and could not raise them over their heads. Now, at a cost of approximately 25 cents, the trouble is eliminated entirely, he says.

During November, he says, more than 300 yards of material were used on engines alone. He and the helper did all the work.

Mr. Rapp had the pleasure of shaking the hand of Abraham Lincoln in 1864, and he considers that as one of the great incidents of his life.

It was while he was employed as a waiter in a restaurant in Louisville that Lincoln, Sheridan, Sherman and Thomas were domiciled at the National Hotel in that city for one day. Breakfast for the four was ordered from the restaurant where Mr. Rapp was employed. They were to have quail on toast, he says. After the meal was prepared by the chef, Mr. Rapp was intrusted with the tray for delivery to the hotel. When he stepped out upon the street he was surprised to find himself surrounded by soldiers. There were two in front with fixed bayonets and two in the rear. It was then that he discovered that they were to act as his bodyguard to the hotel. A king could feel no haughtier, he says, than he did in the center of that bodyguard. When he arrived at the hotel, he found the four principals seated at a table. He placed their breakfast before them, then shook hands with each, and had a few moments' chat before he left.

Forty-One Years an Employe

J. J. Connors, conductor on the Kentucky division, has spent forty-one years in the service of the Illinois Central and roads now part of the system. His father was a railway man who helped build the Elizabethtown & Paducah Railroad, which has now become part of the Illinois Central System.

Conductor Connors was born May 22, 1865, at Lebanon, Ky. At the age of fifteen he was a stout, muscular lad. He wanted to get into the railway game, he says, but his age was against him. However, his eagerness and his physique finally won for him a place on a section of the Elizabethtown & Paducah Railroad. He waded into the work like a veteran, and soon made many friends among the passing train crews.

One day a friend of his who had been in the service of the company for several years and who was well acquainted with the higher officials obtained for him a position as brakeman. He says his friend had a hard time convincing the officers that a lad of 15

could be a brakeman, but they decided to give him a trial.

Mr. Connors worked hard as a brakeman for two years, and was then promoted to yardmaster at Elizabethtown, Ky. In connection with his duties in this position, he was given a branch conductor run from Cecilia to Elizabethtown.

Almost Cut Off a Train

It was while he was employed in the yards at Elizabethtown that the company decided to change the gauge of the track. An order was issued to all trains to be in the yards at 4 o'clock one morning so that the work could be started and completed as soon as possible. At Caneyville, Mr. Hickey, the section foreman, started his crew to work too soon. He rushed work on a mile of his section, and had completed the change when a train came upon him. That mile had to be changed back in order that the train could pass.

There was no ballast to the roadbed in those days, Mr. Connors says, and the trains and rails were light. Twenty-five miles an hour was fast speed then.

In 1886, the first heavy engines appeared on the road, with steam brakes. But they did not prove to be successful, he says. When the brakes were thrown on the engine, there was danger of the coaches buckling and jumping the track. Brakes still had to be set by hand.

When he was on the Elizabethtown run in 1884, there was a serious flood which endangered the bridge at West Point. Train service was stopped on that line, and efforts to save the wooden structure were put forward. Loaded coal cars were placed on each end of the bridge to hold it down. Mr. Connors was in service hauling rails, ties and coal cars to the flooded district.

Had the Boss in a Wreck

When the Elizabethtown branch was extended to Hodgenville, eleven miles, that part was added to Mr. Connors' run. He was there one year, and then was placed on the run between Louisville and Leitchfield. Then that line was extended to Central City, and Mr. Connors had a longer run.

A few months later, his good service won for him a regular run from Louisville to Paducah, and he has continued there since.

The most serious wreck his train has been in occurred when Superintendent T. E. Hill's car was on the rear. At Illsely, the track buckled, and the train was derailed. It was on a curve at the time, and looked to be a serious accident, Mr. Connors says. When Mr. Hill's car was examined, the superintendent was found in a corner with every chair piled upon him.

The secret of Mr. Connors' popularity as a conductor can well be attributed to his kind-heartedness and courteous nature. The newsboys on his train think a great deal of him. One declared that Mr. Connors was by far the best conductor he had worked with, and that he was always ready and willing to be of assistance.

RIGHT AT HOME

"Have you a little fairy in your roundhouse?" inquires Photographer John K. Melton, who snapped this one. Well, Champaign, Ill., has, and here she is. Wouldn't she stop the train? Margaret Cain (for it is she) has been a stenographer for several years at the Champaign roundhouse, where her father is a car helper. They say that what she doesn't know about locomotives isn't worth knowing.

Stood By Western Railroading in 1863

Early Issue of Chicago Tribune Mentioned Illinois Central and Gave Civil War Sidelights

THROUGH the courtesy of T. W. Place, pensioned master mechanic at Waterloo, Iowa, the *Illinois Central Magazine* has had access to a copy of the *Chicago Tribune* of June 15, 1863. That the West was not accustomed to yield to the East, even in those days, nearly sixty years ago, is proved by an article the newspaper carried under the heading of "Railway Enterprise in Chicago — Superiority of Western Manufactures—Six Month's Work in the Railway Shops." Pointing to the general spirit of progress, the *Tribune* said:

"At no period in the history of this country has the increase of railways compared with that of the past ten years, nor has the increase been as great anywhere else as in the Northwestern states. At the outset, most of the Western railroad companies were compelled to buy their rolling stock wherever they could get it. The result was that engines and cars of different sizes and patterns accumulated, to such an extent that one road had fourteen different sizes of locomotives in use—each requiring an entire set of patterns, in order to make the parts necessary to keep them in repair. The same was true of cars.

Scorn From the East.

"Because these purchases were made in the East (rather from the urgent demand and want of time to manufcture than from any absence of the requisite talent and materials), the statement was made in an Eastern railroad publication that 'the general character of work done upon locomotives and cars in the West was cheap and temporary.' This is wide of the truth. There are no better engines or cars built in the United States than those constructed by our home mechanics for Western railroads. We have as skillful men and as good materials of every kind as exist anywhere. The rolling stock built by some manufacturers East is thrown together for sale. That made in Western shops is built for service and is far superior to any that can be purchased or manufactured by contract. This is particularly applicable to cars.

"Another important reform that is being worked in Western shops is the uniformity of patterns, so that those portions of either engines or cars that are more liable to get out of order in case of accident can be replaced without delay at any repair point on the road. For instance, if the wheels and axles are of uniform size, the defective can be replaced by a new one with very little delay or expense. The same rule applies to engines. So far as consistent, the comoanies are using the same patterns for a number of locomotives—the advantages of which are transparent to anyone.

Improvement in the West.

"Several of our Western companies now construct all their own engines and cars, while some have manufactured cars for other roads and for the government upon contract. From reliable data, it has been found that both engines and cars can be manufactured here fully as cheap as they can be purchased and that they are far better than can be bought ready made anywhere."

Taking up the shops in the city in turn, the *Tribune* had the following to say about the Illinois Central:

"The Illinois Central car shops are on the lake shore, in the southern part of the city, and are the most extensive of any within the corporate limits. For several months past, three house cars per day have been built, besides keeping up the necessary repairs, which is no trifling affair. Since November four hundred and thirty freight cars have been built for the company, besides overhauling and altering about one hundred cars for the government.

"The company ordered materials for 500 substantial freight cars, and the remaining seventy will be constructed as soon as the materials can be got together, there being a scarcity of some kinds of timber. They are using the iron track and Winslow's patent iron roof.

Two Sleeping Cars Being Built.

"Besides the above immense number of freight cars (sufficient to fully stock most

ordinary roads), two first-class passenger cars and two superb sleeping cars are in course of construction at these works.

"In the machinery department, Engine No. 4 has been rebuilt to take the place of one sold. Cylinders 16 by 24; drivers 5 feet. Two others of the same size—Nos. 110 and 111—are in course of construction. They are also getting plans and patterns ready for four others—cylinders 15 by 22, 5-foot drivers.

"Of the 45 engines on the road between Chicago and Centralia, nearly all have been altered to coal-burners. There are now but six burning wood. There is now but one obstacle to overcome, and Mr. Hays thinks be will be able to accomplish this, which is to consume the smoke, when coal-burners will be adopted for passenger engines also.

"About 200 hands are employed at the machine shops. S. J. Hays is superintendent of machinery for the Chicago division; W. T. Morrow, master machinist. At the car works 400 hands are employed. C. F. Scoville is superintendent; W. B. Snow, foreman."

A Mirror of Civil War Times

The newspaper was then what newspapers are now—a mirror to reflect the trend of the times. This particular issue of the *Tribune* was of only four pages, but each page was considerably larger than we are accustomed to seeing at present. The Civil War was then at its highest stage, with the siege of Vicksburg in progress and General Lee starting a march up the Rappahannock which one dispatch shrewdly summarized as follows: "There is no doubt he intends to risk everything in a determined effort to cross the Rappahannock and assume the offensive." That offensive led, two weeks later, to Gettysburg, at the same time that Vicksburg surrendered.

There was a dispatch from Leavenworth, Kan., headed "Kansas and the Border," one from St. Paul, Minn., on fighting the Indians and a report from Utah Territory on the same subject. Most of the first page was devoted to the Civil War. Then, too, there was a threatening aspect of affairs in Japan, where foreigners were in danger, and the British and French fleets were on the point of beginning hostilities unless the Japanese paid an indemnity and surrendered the murderers of an Englishman.

East to West by Steamer

Considerable space was devoted to an editorial on horse railroads for the south side of the city, with a reference to the 30,000 inhabitants of the suburbs south of Twelfth street. More than three and a half of the paper's thirty-six columns were taken up by a list of letters uncalled for at the postoffice.

San Francisco, in a dispatch dated two days before, reported "liquors dull" on the market and the sailings of steamers for New York, with rates ranging from $240 first class to $50 in the steerage. An advertisement on the same page, strangely enough, called for 4,000 tons of railway iron for the track of the first section of the Union Pacific Railway, eastern division, with delivery at either Leavenworth or Kansas City.

The Polish Committee of Chicago was advertising a meeting to further the cause of long-suffering Poland. Shipping was one of Chicago's biggest interests, and a doctor advertised to mend compasses, barometers and other nautical instruments.

How to Escape the Draft

Out-of-town boarding for the hot season was offered by a private family in Rockford, Ill. The draft was in effect to get recruits for the army, and on an inside page was an advertisement announcing that "on the receipt of fifty cents information will be given to any person how to avoid the draft."

Life in the army, however, must have had its recompenses, as witness the following want-ad, which sounds much like those occasionally used in the recent world war by soldiers: "Wanted — correspondence. A young private soldier, in Uncle Sam's army, desires to correspond with some pretty young lady, with a view to fun, love, adventure, or whatever may turn up. Address Charlie Stanton, 42d Regiment Illinois Volunteers, Murfreesboro, Tenn."

The Illinois Central time table, as printed with that of other roads in this issue, called for one day passenger train, one night passenger, one Kankakee accommodation, and four Hyde Park trains—these four undoubtedly the predecessors of our present Chicago suburban service.

Editorial

INTO THE RAIL QUESTION

An inquiry to determine the reasonableness and adequacy of present railway rates began December 14 before the Interstate Commerce Commission in Washington. Following a statement of the railroads' position, the commission expects to adjourn until January 9, when shippers' representatives are to be heard.

Howard Elliott, chairman of the board of directors of the Northern Pacific, made the opening statement on behalf of the railroads. He declared that, while the railroads are eager to co-operate in every reasonable way with the other interests of the country to bring about better economic conditions, they must be allowed to live and grow in the interest of the country as a whole. While reductions in rates may have a favorable reaction upon business, reductions below the limit of adequacy may do the country more harm than good.

"There was little complaint about the Transportation Act a year ago or about the rates under it," Mr. Elliott said. "In fact, then the complaint was for more cars, more tracks, more engines, etc., and a demand that the railroads move the grain, the coal, the fruit, etc. The rate was a secondary matter.

"That same complaint will come again unless the carriers are self-supporting through rates, and, further, unless the public wishes to revise the opinion deliberately arrived at after its experience with government control and after the long debate in Congress, and decides to support the carriers by public taxation or to take them over and have them operated by the government.

"There must be an effective and adequate transportation machine for the future growth of the country. It is trite to say this, but it is just as important to the farmer and to the manufacturer, who feel now that rates must be reduced, as it is to anyone else.

"The carriers had no large profits in the period of inflation, and, as they are quasi-public servants controlled in their earnings and expenditures by government agencies, great care should be taken now not to take away from them and give to others to such an extent that the carriers cannot obtain money with which to maintain and operate their properties properly, pay the interest on their bonds, which are scattered so widely, pay some return to their owners, large in number, and obtain new money for extension for the business that is bound to come again, perhaps in 1922, perhaps not until 1923."

George M. Shriver, senior vice-president of the Baltimore & Ohio, presented a detailed statement and chart covering a period of more than thirty years which indicates, even without taking into consideration the decreases recently made and arranged for, that freight rates are not relatively higher than average commodity prices.

"While currently railway operating costs are on a basis which affords an inadequate rate," Mr. Shriver said, "the basic elements of cost are declining and will no doubt continue to decline, so that in the not-too-distant future rail transportation can again be brought to the relative position it heretofore occupied of being the lowest priced commodity in the country, and continue—as it now is—lower than in any other country."

The railroads presented statements showing that for the twelve months ending September 30, 1921, their net railway operating income was $542,409,582, or 2.75 per cent on the investment in their properties. Because of decreased operating income and increased charges and taxes, the net corporate income has been so diminished that some railroads have been compelled to suspend, and others to reduce, the customary dividends, while some have maintained customary dividends only by drawing upon surplus earned in previous years, with the result that their margin of credit has been reduced, Mr. Shriver said.

A HOME MAGAZINE

We have been trying to make the *Illinois Central Magazine* a welcome visitor in the

homes, around the firesides, of employes. The Illinois Central, in most cases, makes these homes possible, and we believe it is fitting that the magazine should, in the finest sense, go home to every employe.

One of our correspondents took it upon himself to note how the December magazine was received in his office. Sixty-eight copies were distributed, he reports, and sixty-seven of those were promptly taken home.

That is a fine percentage. How is it where you work?

WHAT HIT THE FARMER?

A production greater than can be absorbed by the world's post-war buying power, and not increased freight rates, is the explanation of the tremendous slump in the prices of farm products.

President Markham illustrates the point in a letter to the Birmingham (Ala.) *Post*, which published an editorial November 28, of which the following is an excerpt:

"There must be some answer for the low price of the farmer's corn aside from the financial condition of Europe. There are reasons to believe that it is to be found in the excessively high freight rates now in force from the corn country to the seaboard. Corn is being burned in Nebraska because the railroads want so much to haul it to the consumer that the corn is used as fuel and the mouth has to go hungry or find corn nearer at home."

Mr. Markham gives his illustration in the following language, quoting from his letter to *The Post* under date of December 12:

"The facts are that railway rates are not responsible for the tremendous slump in the prices of farm products. Increased freight charges do not constitute the difference between 40-cent corn and $2 corn, nor the difference between $1 wheat and $3 wheat. Since your editorial makes reference to the situation in the Northwest, take Omaha conditions as an example. On May 8, 1920, wheat sold for $3.07 a bushel on the Omaha Board of Trade, and on November 4, 1921, it sold for 98 cents a bushel, a difference of $2.09. Between May, 1920, and November, 1921, the freight rate on wheat for export from Omaha to New York had increased only 2 2/5 cents a bushel, and from Omaha to New Orleans only 2 7/10 cents a bushel. On May 15, 1920, corn sold for $2 a bushel on the Omaha Board of Trade, and on October 14, 1921, it reached a low mark of 35½ cents, a difference of $1.64½ a bushel. Between May, 1920, and October, 1921, the export freight rate on corn, Omaha to New York, increased only 2 1/5 cents a bushel, and from Omaha to New Orleans the export rate increased only 2 3/5 cents a bushel."

TOO MUCH OPTIMISM

Many over-enthusiastic friends of water transportation have sought to make capital of reports that the government's experiment in barge line operation on the lower Mississippi has been producing profits of late. The line was organized three years ago last September and for two years and a half its revenues did not pay the actual expenses of operation, selling traffic, maintenance, etc. During the summer of 1921 the barge line has been making a profit, according to the showing of the government's agents.

A signed article in the St. Louis (Mo.) *Post-Dispatch* of November 13, calling attention to this showing and hailing the barge line as one business venture in which the government has made money, drew a letter from President Markham.

The line is not a business venture, Mr. Markham said in a letter under date of December 16 to the St. Louis paper, but an experiment to determine what part inland waterways shall play in the future transportation plans of the country. Up to the short period this year when a profit is reported, Mr. Markham pointed out, the line has sustained operating deficits which are large in comparison to the business handled, and which the taxpayers have had to make good. The reported profit takes no consideration of the great investment which has been poured from the public treasury into keeping the waters traversed navigable, takes no consideration of the investment in facilities and equipment provided by the taxpayers, and takes no consideration of taxes, depreciation and insurance—all items which would have to be charged against a commercial venture and which, by reason of not having been charged against this experiment, must be met by the taxpayers of the country.

The following are excerpts from Mr. Markham's letter:

"The national experiment which we are making with inland waterways to determine what part they shall play in the national transportation plans of the future must be fair—

fair to the waterways themselves, to the other agencies of transportation (operating on a commercial basis), and to the people at large. It is not fair to exaggerate beyond their relative importance alleged results which appear more favorable than they are. I regret to see this effort . . . . to make the present experiment profit at the expense of other transportation agencies, especially the railroads. It reveals a lack of vision on their part, a lack of vision which is the more deplorable because of the assistance and co-operation which have been given the experiment by railway men. . . .

"The public welfare demands a well-correlated and efficient national system of transportation. To secure such a system, we must make use of those instrumentalities which prove themselves most efficient and most economical. The three most popular methods of transportation—by railroad, by waterway and by motor truck—must be considered in the light of our national problem, and their use must be directed along lines which will work for the efficiency and economy of transportation as a whole. The motor truck probably will take a definite place in this plan as an agency for the transportation of freight, and especially high grade freight, in short distances in congested areas, and in supplementing the railroads and the waterways by penetrating regions which they cannot reach. There are places where the waterways have proved their ability to handle freight more economically than the railroads, and in those regions the railroads have discontinued competing services. There are other sections where the waterways are, but where the railroads, by reason of various considerations, have been able to handle traffic more cheaply and efficiently, and the waterways have gone out of business. There are still other sections where waterways cannot be provided, and there the field is the railroads'.

"If the water carrier service is in fact more feasible than rail service in any particular territory, the railroads should be permitted to own and operate barge lines to supplement and co-ordinate their services by rail. By making the railroads and the waterways co-ordinate parts of the whole plan of transportation, mistakes of the past can be eliminated. There would be no disposition to ruinous competition, but the most feasible route would be utilized in each line of traffic. Neither rail nor water facilities would be developed to such an extent as to make for large economic waste, but each would be developed in line with the business problems to be met. Each could supplement the other. A constructive national transportation policy should contemplate permitting the railroads to operate water carrier service, from which they are now barred by legislative restrictions.

"In the reports of the federal barge lines which I have seen only the actual expenses of operation, selling traffic, maintenance of equipment, etc., are taken into consideration. In addition to similar expenses, the railroads are required to build their own lines and facilities and buy and replace their own equipment; the railroads pay more than a quarter of a billion dollars annually in taxes; and they must earn a capital return sufficient to compensate the investors whose invested savings have made their enterprise possible. Instead of the direct users of the waterways service doing this in the case of the government's experiment, the taxpayers of the country as a whole pay these items—they provide the funds to make the rivers navigable, they have purchased for the barge lines the equipment and facilities used in operation, they pay the taxes from which the barge lines are exempted, and they will be called upon, if the government continues in the experiment, to replace the facilities and equipment as they are worn out or become out of date.

"I do not bring up this phase of the subject in protest against the methods pursued by the government in the operation of its barge lines; I bring it up to show how utterly unfair it is to exaggerate the importance of alleged operating results produced by these experimental water carriers. It is unfair to the waterways themselves, it is unfair to the railroads, and it is wholly unfair to the public, in whose interest the experiment is being made. Representing to the public that the barge lines are saving the shippers money is, in the face of facts thus far produced and given circulation, entirely misleading. If the taxpayers met the costs of providing the railroads with facilities and equipment and renewing them from time to time, if they agreed to absorb the quarter of a billion dollars in taxes now paid by the railroads each year—in short, if the railroads were treated on a parity with the barge lines now operated as an experiment by the government—would the barge lines then be able to render a service as economical and as altogether feasible as that produced by the

railroads? Or, if the water carriers had to meet these costs from which they are now freed—as they should have to meet them when the experiment is ended and their operation becomes a comercial venture—would they then be able to charge rates which would produce savings for the shippers? These are the questions to be considered in viewing the federal barge lines experiment.

"If we do not view the situation in that light we are not playing fair to the taxpayers of the country as a whole. If the inland waterways are to be an extensive part of our future transportation plans as a nation, and the people as a whole are to be called upon to provide the funds for making the rivers navigable, their benefits must be national. If they are not to be a national benefit, but are to be used solely or largely for the benefit of the communities located directly upon the waterways, their costs should be borne by those who receive the benefits."

MISREPRESENTATION

An example of how the railroads are misrepresented by those who endeavor to put obstacles in the way of railway progress is contained in a statement from James E. Ferguson, former governor of Texas, which was published in a recent number of the *Boilermaker and Iron Ship Builders' Journal.* Mr. Ferguson discovered an instance where the freight charge for hauling a car of fuel oil a distance of thirty miles amounted to $75, and by rapid calculation he came to the conclusion that "for the use of one freight train the railroad was getting $6,000 an hour." He figured out that the wages of the train crew amounted to $7, and therefore the railroad made a net profit of $5,993 for running the train!

It may be of interest in considering the former governor's statement to know that he bears the distinction of being the only governor whom the people of Texas have ever impeached and removed from office. But how do his figures stack up with the truth?

During the first seven months of 1921, according to the Interstate Commerce Commission reports, the railroads received an average of 1.275 cents for each ton of freight they hauled one mile—in railway terms, for each ton mile of freight service performed. This means that the roads charge only 5 cents for hauling nearly four tons of freight each mile. To put it in another way, they haul a pound of freight 7,845 miles, or more than eight times the distance between Chicago and New Orleans, for a nickel!

Another mistake which Mr. Ferguson makes is in considering only the cost of operation as represented in the pay of the men actually engaged in the operation of his hypothetical train. During the war we became acquainted with the statement that it took a number of men back of the lines to keep the man in the trenches supplied with fuel, clothing and supplies. The same thing is true of the railway service. Every man engaged in the actual operation of a train must have back of him ten workers engaged in all the other activities of the railroad—keeping up the track, the rolling stock, the signals, and all other facilities and equipment, and making accurate accounting of the manifold financial transactions. If the miners mining the coal, the woodsmen getting out the lumber, the steel workers manufacturing the steel that the railroads consume were included, the number of workers behind each trainman would be much greater than ten to one. The Ferguson statement considers only a fraction of the cost of operating a railroad. It would be just as fair to look at a squad of men fighting in a trench and declare that their wages constitute the whole cost of manning an army.

The railroads are not defending the present scale of rates. Rates are high. In comparison with the reduced prices of some products, especially agricultural, they seem out of proportion. But what shall we accept as the basis of rate-making?

The Transportation Act of 1920 provides that rates shall be fixed at such a level as to earn, under honest, efficient and economical management, a fair return upon the investment in the properties devoted to the transportation service. That provision is eminently fair. It is not alone a matter of simple justice to the millions of persons who, directly and indirectly, have invested their savings in railway securities and have thus made the railroads possible; it is a matter upon which the whole future of our transportation system rests. If the railroads are not permitted to earn a return that is fair and reasonable, they cannot induce investors to put new capital into railway investments. If the railroads cannot secure new capital from time to time for the making of extensions to and improvements in

their plants, they cannot keep pace with the growth of the country's business. If they are prevented from keeping pace with the growth of business, the commercial structure of the country will collapse, for the railroads are the arteries of business; commercial activity is founded upon the ready interchange of materials, which only the railroads have proved able to supply. There is only one other alternative to permitting the railroads a fair and reasonable return—namely, that the government shall subsidize the railroads from the public treasury, whose funds come from the taxpayers—and we surely want to prevent that.

Here Is an Agent's New Year Greeting

It is customary yearly in this land of the blest,
To extend friendly greeting the first of the year.
So do not be worried; 'tis only a jest
That I offer you now in the way of good cheer.

The Station Agent is the gist of my song,
The man who's responsible if anything's wrong,
The man who is burdened with multiplied bosses,
The man who is charged with all of the losses.

The Auditor kicks if reports are delayed,
The Superintendent thinks they are all overpaid,
The Freight Claim Agent, with fiendish glee,
Says, "Charge him the loss on the O. S. & D."

The G. P. A., when travel declines,
Dictates a letter containing these lines:
"Explain the discrepancy; I must say I fear
You're not so energetic as you were last year."

The Agent answers: "Cotton is but 4 cents a pound;
Weather so dry wheat won't sprout in the ground."
And then, with a candor most beautiful to hear,
Says: "Not so many traveling as there were last year."

This kick disposed of, about the next day
Comes a long-winded letter from the G. F. A.,
Which says: "I notice for the seventh time
Dusenbury is shipping by the other line.
"If you can't get business, please say why;
I'm of the impression that you don't half try.
You must be energetic, you *must* get freight,
But be very careful that you don't cut the rate."

The Agent gets up early and works till very late,
All the time scheming how to get more freight.
He lies upon his downy couch, and dreams that he's been praised,
And as a recognition that his salary has been raised.

He wakes and finds the adage true
(In fact, it never varies)
That dreams, except a very few,
Go always by contraries.

When death o'ertakes, and beyond he wakes
And knocks upon the door,
And Old Peter looks upon his books
To figure up his score,

He tremblingly asks about the tasks,
In this beautiful land of gold:
"Is there no escape from hustling freight?
Must I do this as of old?

"Have you Superintendents and General Freight Agents,
Claim Agents and Auditors here?
If this is so, I will go below;
I must keep my conscience clear."

Old Peter the while looks down with a smile
And takes him by the hand,
Saying: "Never fear; there's none of them here—
Come in and join the band."

—Sent in by R. E. K.

PUBLIC OPINION

What the World thinks

APPRECIATES THE Y. & M. V.

The following letter from a reader of the New Orleans (La.) *Item* was printed in the *Item* December 9:

"The Editor of the *Item*:—It is not often that I am as much pleased with an editorial contribution as I was by one in your paper some ten days ago to which fortunately my attention was called.

"I refer to that one in which you so acceptably discussed the spirit of friendliness manifested by some railroads in the South, especially those entering New Orleans, and contrasting that manifestation of a willingness to live and let live with the opposite practice which too much characterizes the practices of many. You point out the Illinois Central Railroad as a corporation which enters your popular life, in the true spirit of neighborliness, illustrating in its acts the truth that all corporations are not vampires and enemies to the community.

"I cannot speak from personal knowledge of the Illinois Central immediately—but being a resident on one of its subsidiary lines—under (largely) identical executive direction—the Yazoo & Mississippi Valley Railroad, I can heartily endorse what you have said, not in praise, but in justice to a great neighbor. We have questions stubborn enough, in all reason, existing in our politico-economic life, without injecting therein imaginary wrong supposedly existing contrary to our interest, and pouring thus the fuel of imaginary grievance upon the fires of prejudice and passion.

"The world is torn and bloody enough now, scarcely able to breathe freely since the armistice, three years ago. The smoke of contention yet hovers on the horizon, and it becomes us to pause and heed any note of concord which rises to the ear and applaud the spirit of him who sounds it.

"The stamp of emphatic disapproval should mark our reception of any note of discord, whose tones or terms will tend to encourage or promote inharmony or array men into classes, suspicious one of another. More with us than with any other people, perhaps, is this reprehensible. Bound together by a veritable plexus of steel and wire, by steam and electricity, joined in an indissoluble union of interest, we, of democratic America, are one mighty family, nearer in time and distance to each other than were our fathers in the days of the Revolution who resided 100 miles apart.

"It is a pleasure, for him who pens these lines, looking back over a mental trail of thirty-seven years and more, having seen the first spike driven and the last in the construction of the Y. & M. V., living during all that time adjoining their property, to record the fact that this railroad has been a factor in the upbuilding of Mississippi, increasing and sincere. So of the parent line. Be it a grade crossing too low, or an obstructing embankment, hindering to view progress or travel, a courteous call of attention thereto has, without exception, in my memory, brought response more than half-way upon its part, in cost and effort, the needed thing to do.

"Sometimes, it may be, our expectations exceed the just line of exaction and by our gauge it falls short—then is not the time to forget the good that has been done—but is the time when the cadence sheet of debit and credit should be cast and the things that are Cæsar's should be rendered unto Cæsar.

"In the case of my own little town of Centreville, Miss., the partnership between it and 'The Company' has progressed through 'all these years' with such smoothness, fairness and friendship that we can say thereof—'you, by co-operative work and fairness, have made us the best town (in its

class) on your line, and we in turn are your best patrons, as a result.'

"CIV,
"Centreville, Miss."

GOVERNMENT OWNERSHIP

Before the railway strike was called off President Stone of the Brotherhood of Locomotive Engineers issued a statement indicating that one of the objectives of the strike was to compel a resumption of government ownership and operation.

On the other hand, far-seeing publicists like Mr. Hapgood, who writes daily for the *States*, have been suggesting that the owners themselves have had something like this in mind, provided they can get their price for the roads.

But even if the employes and the capitalists would like to see the government again take over the country's transportation, it is certain that the masses of the people would not.

There was a time before the war when many people felt that government ownership would be in the public interest, sentiment in the South being against it only from a fear that such control would cause racial clashes and disorder.

But most of those who were for government ownership some years ago were cured by their experience during the war when the federal power did assume control. Instead of better service and cheaper rates for passenger and freight traffic, they had to put up with worse service and higher costs, aside from a tremendous debt which in the end they must pay, and they are still suffering from the experiment.

A time may come when the government will be able to operate the railroads more efficiently and cheaply than private owners, but that time is far in the future, and popular sentiment for a long time will be against a renewal of the experiment of a few years ago.—New Orlean (La.) *States*.

A RAILROADING CAREER

Ralph Peters, president of the Long Island Railroad Company, was asked recently to give his opinion on the question of "A Railway Career for the American Boy." In his reply to the inquiring magazine editor, Mr. Peters said in part:

"Since January 1, 1918, I suppose most railway men have many times wondered whether railroading could be recommended to anyone as a life career, but I believe the railroads must soon 'come back' and offer the same inducements for young men as existed when so many of the present generation of railway executives entered upon the lowly occupations that led to their advancement and finally to the highest positions in their organizations.

"The railway profession is an honorable

Co-operation

The spirit of co-operation reflected in all our recent campaigns must be gratifying not only to the officers but to all employes. It illustrates conclusively what can be accomplished by getting together and working with singleness of purpose.

I recall a statement by a prominent attorney who, while in conversation with a guard at the insane asylum watching over the inmates at work, inquired if the guard was not afraid that they would get together and attack him when he was not looking. To this the guard made answer: "If they were capable of getting together, they would not be here." This seems to illustrate in a way the sanity of co-operation.

The success of individual effort depends largely on the spirit of co-operation. While it is doubtless true that the streams that turn the mill-wheels of the world rise in solitary places, the power behind Niagara represents the confluence of many rivers. The spirit of co-operation that moved the Spanish queen to pawn her jewels made it possible for Columbus to discover America. In the recent war America's co-operation turned the tide of conflict.

Co-operation by employes in response to requests of the management has already been productive of great results.

The Old Reliable has attained an enviable reputation for keeping its passenger trains on time. Our patrons have come to realize that, when they travel on the Illinois Central, nothing short of an act of Providence will prevent their reaching their destination on time. The care with which our engineers start and stop trains and the courtesy shown passengers by trainmen oftimes cause travelers to feel that their journey ends all too soon.—S. KERR, *Agent, Cedar Rapids, Iowa.*

one, and full of the keenest interest to the young man who is interested in it. To such a man the sight of a moving train, a busy freight yard, a mammoth station belonging to his railroad, is the cause of the greatest pride, and the thought that he is a part of the organization that makes such things possible is a spur to greater ambition and advancement.

"Never were the railroads in greater need of brains and talent. They must be operated at a high point of efficiency and to attract the proper material inducements for advancement will be held out to those who can 'deliver the goods.'

"While the man with the higher education may have the advantage, the man with an ordinary education may successfully compete with him provided he can 'railroad' and constantly tries to improve himself. But both must have an inherent love for the work and must be practical. He who would succeed must not only do his own work well, but must watch the other man and learn his work. He must be so interested in the business that he will get genuine pleasure in spending his 'time off' to visit those parts of the railroad that do not enter into his daily work, so that he may know at first hand what they look like and how the operation is handled there. For such a man or boy I say the railroad offers the greatest opportunities for a successful career."

ONE OF OUR PROBLEMS

Chicago newspapers profess to be heartily in favor of a system of subways. Certainly, if there is any city that badly needs a system of subways, it is Chicago, but unfortunately some of our newspapers—those that are making the loudest demands for a system of subways—are themselves perhaps the obstructions most likely to keep Chicago from obtaining that greatly needed improvement. We refer to those newspapers that are strenuously advocating a 5-cent fare for our surface lines, a fare which, if put into effect, would undoubtedly throw the surface lines into bankruptcy.

Is there any assurance that these newspapers will not pursue the same policy toward investors in a system of subways that they are now pursuing toward investors in the securities of the surface lines?

"Oh," these newspapers will say, "but we want the city itself to own and operate the system of subways."

If the Chicago newspapers that are advocating a 5-cent fare for the surface lines should succeed in forcing their will upon those lines, and if a subway were built and placed in operation, would not the subway have to compete with the surface lines by also granting a 5-cent fare?

Would that not mean that the already overburdened tax-payers of Chicago would have to bear the brunt of the difference between the income and the outgo of the system of subways? Would it not mean that the citizen using the suburban line of one of the railroads would have to dig down in his pockets to help pay the fare of the citizen who used the subway?

The perspective of some of those who write editorials for our newspapers—editorials which are read by the public generally and which tend to mold public opinion—is a most peculiar one.

What is said of the destructive policy of some of our newspapers may also be said of the politician who wants to have himself elected to office and who finds himself in a situation where he must win a temporary popularity at any cost. He raises a straw man to fight, and usually that straw man is a public service corporation of some sort. He wins the election by catering to the ignorance and prejudices of his constituents. When he gets into office, he puts his reforms into effect, and after a while they begin to rebound upon the tax-payers.

Look at the situation of our railroads. The public is demanding lower rates and blaming the railway managements for the rates that now obtain. The public does not stop to think that it, and not the railway managements, is to blame for the higher rates. It is paying the penalty for being influenced in years past by the unconstructive leadership of the demagogic newspaper and the demagogic politician.

Some newspaper writers pour out their destructive propaganda because they believe it will make their newspapers read by an increasingly large number of persons. They are willing to make their newspapers popular at any cost to the city, the state and the country. This tendency is one of our problems. It is a tendency that threatens to drive a wedge into our system of government.—Chicago (Ill.) *Journal of Commerce*, December 8.

SOME OFF-LINE COMMENT ABOUT US

Favorable comment regarding the Illinois Central System and its policies is not confined to newspapers and citizens along our lines. That our reputation is nation-wide is shown by the many favorable notices given in off-line newspapers. The editorials below represent only a fraction of those appearing here and there over the country.

"PUBLIC RELATIONS"

The Savannah *Press* has received from Mr. C. H. Markham, president of the Illinois Central Railroad Company in Chicago, the copy of a little booklet which the railroad has recently published, entitled "Public Relations."

It gives a summary of what the Illinois Central has been doing the past fifteen months to promote a better understanding and a closer relationship between the management of the system and its patrons.

So far as we can see, this work marks a distinctive departure in the policy of railway management. The railroad has gone frankly to its patrons with its problems, hiding nothing from them, and has sought their constructive support. Judging from recent returns, the public has given its support.

Mr. Markham is well known in Savannah. Since the Illinois Central purchased the Central of Georgia Railway, he has been a frequent visitor to this city, and what he says about the Illinois Central is much of it applicable to the conduct of the Central of Georgia.—Savannah (Ga.) *Press,* November 22.

A RAILROAD'S PUBLIC RELATIONS

Soon after the railroads were returned to private management, the Illinois Central began an extensive campaign to better the general relations between the railroads and the public. There was less need of this on the Illinois Central than on many other roads, for already President Markham had to a considerable degree gained the good will of the regions served by his company. But Mr. Markham took the view that, under the new railroad policy, the public's co-operation would be essential to the well-being of the railroads in the long run.

To secure this co-operation, the Illinois Central conducted a widespread advertising campaign in the newspapers; it encouraged its officers to make addresses on subjects in which the railroad was concerned; it gave newspaper men the opportunity to obtain any information that they desired; it asked patrons to take up with the management complaints concerning service. Every one of its advertisements ended with these words: "Constructive criticism and suggestions are invited." The entire work was done with ability; but it is not probable that President Markham himself wrote all the statements issued, though they bore his signature.

A cynic might perhaps say that the large amount of favorable comment published in the press regarding the Illinois Central's experiment was not unrelated to the generous amount of advertising space which the company was purchasing. In some places this may conceivably have been a factor. But there was no reason to doubt the sincerity of the railroad's intention of dealing with the public frankly and co-operatively. At the time the campaign was begun, railroad facilities in general were overtaxed, but the extent of the Illinois Central's pronouncements shows that the company was not merely trying to allay irritation arising in a single condition. These pronouncements are now reprinted, along with much of the newspaper comment that they evoked, in a booklet on "Public Relations." Any railroad management animated by similar good intentions could not do better than adopt the spirit and method here disclosed in addressing the public.

The Illinois Central contends that railroads have suffered very much in the past through the reticence of their officials. It is probable that the public believes that in the past officials were reticent because they had reason to be reticent. But Mr. Markham, one of the most diplomatic as well as ablest and most progressive executives, holds that the public and the railroads are now on trial together. He desires that his company shall enjoy the co-operation of the public no less than of its employes.—Springfield (Mass.) *Republican,* November 27.

RAILROADS AND THE PUBLIC

When the Illinois Central System was returned to its owners in 1920, Charles H. Mark-

ham, the president, had prepared a general plan for the cultivation of better relations between the road and the public. Mr. Markham had given much of his time to a study of this particular problem and he proceeded to put the plan in operation.

In his first letter to the patrons of the road, Mr. Markham announced the new policy and concluded with the slogan: "Constructive criticism and suggestions are invited."

It has been the post-war policy of the Illinois Central to issue a public statement at the end of every month for the benefit of the patrons of the road, and in each statement that slogan has been repeated.

The result has been that the correspondence with the chief executive of the system has increased by leaps and bounds and now, after fourteen months, Mr. Markham has succeeded in getting into touch with practically every large shipper, every public official and every prominent citizen in the territory that the system serves.

Mr. Markham has succeeded in doing what he set out to do. He has obtained first-hand information on the state of the public mind, as it effects the properties he has charge of. He has found the point of contact, and he has developed it.

There are 475 daily and weekly English language newspapers on the Illinois Central lines. Each month a signed statement from President Markham is published in these newspapers in the form of an advertisement. The public is told of the accomplishments and the aims of the road. It also learns of the difficulties that the road is confronted with. A feeling of better understanding prevails. Mr. Markham has discovered that the public is ready to accord fair treatment to the railroads that accord them fair treatment in return.

Newspaper reporters who hitherto had found channels of information closed to them now find the doors of local officials wide open. By order of Mr. Markham, local railroad officers were directed to appear before chambers of commerce and other civic bodies and to take an active interest in all civic movements. In order that they might keep up with what was going on at the headquarters of the system, a monthly bulletin was published and sent to every agent of the road, in which manner he was kept advised of policies and innovations.

In a word, every employe of the system has been made a promoter of the service and all restrictions have been removed. Mr. Markham believes that the agent of the railroad on the ground is the man best qualified to handle local problems and he has encouraged the practice.

He has made it plain that a man may work for the railroad and still be an important cog in the community.

The public has come to know that the Illinois Central management welcomes every opportunity to meet its patrons and to discuss with them in public or in private all phases of railroad organization. To Mr. Markham must be given the credit for the success of the public relations movement. It was his idea, and he has carried it out, attending in person to many of the details and replying in person to the voluminous correspondence which has resulted.

Charles H. Markham is a native of Tennessee. He was born in Clarksville May 22, 1861. He began his railway career as a section hand on the Santa Fe, in New Mexico. He handled a pick and he handled a sledge, but he kept his mind working, too, and in a few years he was freight and passenger agent at Fresno, Cal. He went to the Southern Pacific with headquarters at San Francisco in 1901, and later he moved to Texas to become vice-president and general manager of the Houston & Texas Central. He was back with the Southern Pacific in 1904, and then, for seven years, he was the chief executive of the Guffey Petroleum Company and the Gulf Refining Company. In 1912 he was elected president of the Illinois Central and also served as president of the Central of Georgia. During federal control, he served as regional director in the South, with headquarters at Atlanta, and then as regional director of the Allegheny region, with his office at Philadelphia. He returned to his post as head of the Illinois Central when the federal government relinquished control.

The movement that Mr. Markham inaugurated has taken hold. Other railroads are following his example. Out of it will come an era of understanding which will benefit the railroads and the public.—Nashville (Tenn.) *Tennessean*, December 9.

ON TIME

At a time when a section of Massachusetts has been getting with difficulty any train service at all, and people have not been disposed

to complain because trains were losing two hours in running between Boston and Springfield, it may seem churlish to call attention to the remarkable on-time record just announced by the Illinois Central. But it is taking no unfair advantage of our lines to comment on the statement, since they do not approximate the record even under the most favorable conditions. Operating and traffic problems and the topography of New England are so different that we cannot expect our roads to show the same standard of performance as a road operating on the level floor of the Mississippi Valley, many of whose trains run distances of 500, 700 and 900 miles, with the best of opportunities for making up lost time. New England railroads probably do not do so well as the public has a right to expect; but it is by the measure of New England possibilities that they must be judged.

In its statement published the 1st, the Illinois Central announces that for the first nine months of the year, 98.6 per cent of its trains maintained their schedules. While, technically, maintaining schedules is not the same thing as running on time, it is inferred that the Illinois Central's statement refers to on-time service as the public understands it. The Illinois Central operates about 220 passenger trains a day, over a system of about 6,000 miles, extending into 14 states. Last year, in spite of generally congested conditions, this railroad recorded 95.5 per cent of its trains as on time, and in four favorable months of 1919, when the United States railroad administration was making a test of passenger operation, the Illinois Central's records showed 95.8 per cent of its trains on time, compared with an average of 83.3 for all the railroads of the country.

While a system of the size of the Illinois Central could not make a showing of this kind without real determination on the part of officials and employes, the management attributes the record particularly to the condition of its locomotives. It insists on high standards of maintenance, and as far as possible it assigns each locomotive regularly to the same engineer, who takes a personal pride in its condition.

But both topography and traffic demands favor the locomotives on such a road as the Illinois Central. Adding one car to a train on a level railroad may impose very little additional burden on the engine while on the New England grades, unless a helping engine is provided, it may mean the difference between being on time and running behind schedule. Moreover, as strains increase, the liability to engine failure probably increases.

Running passenger trains on time is an effective agency for attracting good will to a railroad, though alone it will not suffice. Where competition exists, it builds up business.—Springfield (Mass.) *Republican*, December 4.

How Madison County Won Its Leadership

In the course of four years Madison County, Tennessee, of which Jackson is the county seat, has been an exhibitor, a strong competitor and finally the highest winner at the Tri-State Fair in Memphis, Tenn. The Tri-State Fair offers prizes for county exhibits, basing the awards on quality of products, variety and educational value. When it is remembered that the first prize is $250, that the winner of the first prize has a greater chance to win individual prizes, and that the distinction of winning is worth more than all prizes, one may well appreciate the competition to be encountered from various counties in Tennessee, Arkansas and Mississippi. Madison County, which is bisected by the Illinois Central, won this first prize in 1921, thus establishing its relative standing with the other productive counties of the Memphis trade territory.

Madison County exhibitors won three firsts and three seconds on the leading varieties of apples, first on Irish potatoes, first and third on sweet potatoes and three corn prizes. Representatives of the county pig clubs won first on a pen of three fat pigs, first and second on individuals and grand champion fat pig.

The livestock judging team from Madison County won first prize over six other teams from West Tennessee. Bethel Thomas of Jackson won a place on the livestock judging team to represent Tennessee in an interstate contest at Atlanta, Ga.

R. E. Hopper of Madison County won

Madison County Exhibit at Tri-State Fair

three champion prizes on Poland-China hogs, and two grand champion herd prizes.

The Madison County exhibit was under the direction of County Agent Judd Brooks of Jackson, whose untiring leadership during the last four years has had a big influence in materially improving livestock raising and general farming methods in the county, as well as cementing friendship between farmer and railway man.

Lost Package Payments Keep Dwindling

Claim payments for lost packages continue to show a remarkable reduction as compared with last year. The accompanying statement shows a reduction of 788 claims paid for lost packages during November, 1921, as compared with November, 1920.

The total LCL tonnage handled in November, 1921, as compared with November, 1920, shows a decrease of only 1,619 tons, or .6 per cent, while the lost package claims decreased 788, or 75.2 per cent. The total amount paid for lost packages in November, 1921, was only $13,015, while in November, 1920, the total paid was $38,044. This shows a reduction of $25,029, or 65.7 per cent.

This remarkable reduction in the number of claims and amounts paid for lost packages is the result of the interest being taken in accepting, trucking, stowing, and delivering LCL shipments by all forces concerned.

The cartoon in the December issue of this magazine illustrating the need to "Keep Bill Along, He Knows the Way" gives the solution of the lost package problem. If we can insure that each shipment of LCL freight will be accompanied to its destination by a waybill, that proper delivery will be made, and a receipt taken, the claims for "loss of a package" will be practically eliminated.

The number of claim payments for lost packages ran as follows:

Divisions—	Nov. 1921	Nov. 1920
Tennessee	8	63
Vicksburg	8	56
Minnesota	10	45
Indiana	11	40
Kentucky	11	35
Mississippi	14	59
Illinois	16	53
Wisconsin	19	58
Memphis	20	114
Springfield	20	78
Louisiana	20	59
Iowa	22	88
New Orleans	23	56
St. Louis	45	130
Terminals—		
Memphis	2	37
New Orleans	4	42
Chicago	6	34
Total	259	1,047

1922—A New Page in Our History

The Habit of Gladness

IS there anything more delightful than a sunny soul, one who radiates sunshine, joy, gladness from every pore; who is always optimistic and hopeful, always expecting good things to come to him, who gives us the impression that he is glad to be alive, that he was born in just the right place, at the right time and under the most favorable circumstances? Just to be glad! If we could only form the habit of being glad, what a wonderful thing it would be for everybody who touches our lives to bathe in the warmth and power of our mental sunshine! What a paradise this would be if we all made up our minds to be glad!—SELECTED.

"Good Night, Ladies!"

You sing a little song or two;
You have a little chat;
You make a little candy fudge,
And then you get your hat;
You take her hand and say good-by
As sweetly as you can—
Ain't that a heck of an evening
For a great big healthy man?

Where There's Life

The original optimist isn't dead after all, as was alleged. He has merely been in retirement. He emerged long enough yesterday to board an Illinois Central suburban train with the news: "Well, thank God, I'm getting married tomorrow. My troubles are over."—LINE O' TYPE OR TWO, Chicago *Tribune.*

Lest We Forget

1. Longfellow could take a sheet of paper worth one-tenth of a cent, write a poem on it and make it worth $5,000.—THAT'S GENIUS.

2. Rockefeller could take a similar sheet of paper, write a few words on it and make it worth $10,000,000—THAT'S CAPITAL.

3. The U. S. Government can take an ounce and a small fraction of gold, stamp the eagle on it and make it worth $20—THAT'S MONEY.

4. A skilled workman can take 30 cents worth of steel, make it into watch springs and make it worth $8,000—THAT'S SKILL.

5. A merchant can take an article that cost him 90 cents and sell it for $1—THAT'S BUSINESS.

6. A woman can buy a good fall hat for $10, but prefers one that costs $100—THAT'S FOOLISHNESS.

7. A miner can dig a ton of coal for less than we would wish to—THAT'S LABOR.

8. The man that wrote this article can write a check for $1,000,000, but it wouldn't be worth 30 cents—THAT'S TOUGH.

9. There are some folks who will tell you that you can get as much out of life in other ways as you can by attending to your work—THAT'S WRONG.

10. The only way to get anything or anywhere in this world, folks, is to work hard and to the best of your ability. Don't forget that your work, whether *good, bad or indifferent,* will be recognized—THAT'S RIGHT.—RAYMOND R. ABILDGAARD, in *Loft's Candy Kettle.*

Something Turned Up

With trembling hand and fluttering heart,
By mail he did propose,
And waited for what might turn up—
Alas! It was her nose.

A Night of Wrecks

Winter came down, whirling and twisting—every shelf of its store-room contributing. Whether rain, sleet, snow, or mixtures, our coat showed them all.

Chicago's defense of this first advance was eloquent. (We've read of spiked guns—in battles of men—where they were deserted and useless, twisted and broken.) In the scrimmage with this god of the North, umbrellas were aids to defense, protecting the folks outside, to a limit.

Yes, we were foolish. Didn't need be in the storm; and our feet were wet and our trousers soggy—but there is a time when it's

a taste of adventure just to buck a wind, smile at rain and sleet "pinging" our face; see other folks dread and run from it, protecting their silks and tailor's creases.

We crossed a street to get a rest from the eddying rain and wind (and dry our neck) to find just as many gusts! Around a corner—howdy, but Lake Michigan was on a tear! The wind just whizzed, and here began the downfall of the umbrellas. They were brave and elastic, but cloth and wire couldn't hold. Some went inside out—some broke ribs—some went in two at the shaft. The street corners were marked and the sidewalk dotted with forsaken and "busted" sticks.

Hands pocketed and head tucked to meet the rain, digging along to nowhere—somehow we happened to look up—directly into the point of an undefeated champion. Gasping and dodging to the side, barely missing the spokes of another, we skidded out of the way! Ah, more wrecks, sprawling and crumpled, scattered like octupi, and our soggy hat felt cheerful, for it could stand adventures. Those poor hats that can't stand adversity are in for a time, yet we can't sympathize with those deadly, dangerous, treacherous rainsticks. We laugh at their impunity.

A roar drowns the wind as an L train goes by, a ghostly shape in the rain-dimmed light. Only spots of brightness where the theaters stand forth, and the rest of the street shows the vagueness of show-window and hurrying shapeless people.

Water stands out in drops on our coat. Feet, wet for some time, are feeling the cold. Face wet and nose chilly—winter has come to Chicago.

Irreparable Loss

"Anybody hurt in the wreck?"

"One gentleman, I believe."

"Bones broken?"

"I think it was his heart. He sat down by a leaking suitcase and shed tears."—Sent in by C. D. C.

Essay on "Pants"

Pants are made for men and not for women. Women are made for men and not for pants. When a man pants for a woman and a woman pants for a man, that makes a pair of pants. Pants are like molasses; they are thinner in hot weather and thicker in cold weather. There has been much discussion as to whether pants is singular or plural. Seems to us that when men wear pants it is plural, and when they don't wear them it is singular. If you want to make the pants last, make the coat first.

Try This in Court

"And why did you obtain a divorce, Maud. Was it because of cruelty or incompatibility?"

"Oh, dear, no—just inconveniency."—L. B. R.

Bill's Bull-etin

New Year's Eve—another name for an anti-prohibition demonstration.

—

Make resolutions—break them like hearts at a summer resort.

—

Sons and daughters of Bacchus disport themselves in manner of Russian Ballet.

—

Start off New Year with head like a sieve and taste in mouth like inside of motorman's glove.

—

Buy quart of "real stuff"—one sniff and you're gone, like the fifteen you paid for it.

—

Makes two keyholes grow where but one grew before.

—

Made of embalming fluid—saves time for undertaker.

—

Doctor doesn't participate—wrist too tired from writing prescriptions—can't lift glass.

—

Hip-pockets filled to full capacity—so are owners.

—

Toast of evening—at start, Hip! Hip! Hooray; later, Hic! Hic! Hooray.

—

Brings out all latent talents—train caller finds he is a Caruso—flat-footed girl a Pavlowa—at the Gardens the entertainers are not only ones with a skate on.

—

Sign in garage window: "Alcohol and skid chains for sale"—A New Year's suggestion?

—

A New Year's Day breakfast—Ice Water.

—

Happy New Year.

—W. L. M., *General Freight Department.*

Coal Tests Justify the Reduction Theory

Experiments on Fifty-Three Cars Show Necessity for This Protection Against Shortage Claims

FOR several years there has been considerable controversy over the method of adjusting claims made upon the railroads for the alleged loss of coal in transit. Shippers have presented claims on a basis of the alleged loss as disclosed by weights at points of origin and destination; the railroads have contended that such a basis is unfair because certain factors tend to produce an apparent loss in weight where there has actually been no loss whatever. A great number of tests have been made by the railroads, by coal operators and by coal merchants, and they support the railroads' contention.

The practice followed by the Illinois Central System is one which has been arrived at in the light of many years' experience in the handling of coal. Each claim is investigated upon presentation. If the investigation develops evidence that there has been a leakage from the cars, or that the car has been pilfered while in the road's custody, the claim is paid upon the basis of origin and destination weights. If the investigation develops no evidence that coal has actually been lost from the car, the railroad deducts from the claim 2 per cent of the net mine weight of the load and allows the balance. Our contention is that the 2 per cent deduction practice works approximate justice, by reason of those factors which make for a variation in weights regardless of actual loss.

Three Factors in Variation

The factors which tend to produce a variation in scale weights where there has been no actual gain or loss in the load are these:

Scale variance, which is recognized by the United States Bureau of Standards. Scales are never in perfect alignment, and the government bureau recognizes an alignment when the variation under test does not exceed one pound in a thousand.

The human element in measuring the force of gravity.

The inherent vice of the commodity. Coal is vegetable matter and is subject to the action of light, heat and air, giving off its water content under such conditions.

This practice of making a percentage deduction from coal claims in cases where there is no evidence of leakage or pilferage was attacked in the May number of *The Retail Coalman* by Ralph Merriam, a Chicago lawyer. His argument was founded upon a series of abstract cases. Vice-President M. P. Blauvelt of the Illinois Central System, under whose jurisdiction freight claims are adjusted on this road, made a reply to Mr. Merriam, and his reply was published in the July number of *The Retail Coalman*. The text of his letter also was published in the *Illinois Central Magazine* for July (pp. 52-55).

Committee Made Public Test

Thereupon followed an exchange of letters through the medium of *The Retail Coalman*, with the result that the Illinois Central System prepared to make a public test to determine the equity of its position. The test was held October 17 to 25 under the jurisdiction of the Chicago Claim Conference, an organization representing all the roads entering Chicago. Representatives of the claim and weighing departments of the following named roads had direct supervision of the test:

Pennsylvania System.
Chicago, Burlington & Quincy.
Illinois Central System.
Chicago & Northwestern.
Chicago & Eastern Illinois.
Chicago, Milwaukee & St. Paul.
Chicago, Rock Island & Pacific.
Baltimore & Ohio.

Representatives of the Chicago Coal Merchants' Association and the Consumers' Company of Chicago were present when the test began. Mr. Merriam was invited to attend in person, but he pleaded other business engagements and was not present.

Immediately upon completion of the loading and weighing of each car, it was placed under the direct supervision of the persons in charge of the test, and until it arrived at its destination for the final taking of its weight it was under constant surveillance. During the process of transportation, all

cars which developed leaks or mechanical defects necessitating repairs were removed from the test. Fifty-three cars arrived in perfect condition.

How the Figures Ran

The following is the result of the test:

Mine Weight Pounds	Destination Weight Pounds	Loss Pounds	Gain Pounds
100,000	100,000	.....	.....
102,300	101,900	400	.....
111,200	113,400	.....	2,200
93,500	104,500	.....	11,000
94,300	103,000	.....	9,700
95,600	95,400	200	.....
69,700	69,300	400	.....
93,300	93,800	.....	500
73,600	73,000	600	.....
88,600	86,500	2,100	.....
106,900	105,700	1,200	.....
69,900	68,900	1,000	.....
72,600	71,260	1,340	.....
98,700	102,260	.....	3,560
92,100	91,500	600	.....
92,700	92,060	640	.....
93,400	92,960	440	.....
95,700	95,381	320	.....
88,700	91,200	.....	2,500
109,600	108,100	1,500	.....
102,600	101,100	1,500	.....
111,400	110,790	610	.....
103,700	103,080	620	.....
101,800	99,060	2,740	.....
102,900	100,320	2,580	.....
102,600	100,880	1.720	.....
102,800	102,320	480	.....
96,400	96,160	240	.....
75,000	74,528	480	.....
100,800	100,000	800	.....
90.600	90,760	.....	160
100,600	100,300	300	.....
69,000	68,900	100	.....
89,700	90,000	.....	300
82,900	80,740	2,160	.....
108,000	105,780	2,220	.....
98,500	101,740	.....	3,240
96,900	102,580	.....	5,680
97,900	97,060	840	.....
64,600	64,340	260	.....
73,600	73,460	140	.....
103,600	103,280	320	.....
70,000	68,960	1,040	.....
94,900	96,060	.....	1,160
101,000	101,000	.....	.....
70,700	68,960	1,740	.....
97,100	97,780	.....	680
94,200	91,780	820	.....
68,200	67,860	340	.....
114,500	114,140	360	.....
115,800	115,340	460	.....
111,800	111,580	220	.....
70,400	68,800	1,600	.....
Totals		35,430	40,680

Without the deduction practice, claims would be presented for an aggregate loss in weight of 35,430 pounds of coal, although the conditions of the test were such as to produce conclusive evidence that no coal had been lost in transit. The twelve cases in which the scales showed a gain in weight would, of course, not be reported to the carrier. The shipper would not ask the privilege of paying freight on the basis of increased weight, and he certainly would not offer to pay the railroad for delivering to him what appears to be more coal than was shipped from the mines.

Prevents an Injustice

Taking the 2 per cent deduction from the net mine weight on contested cases, the railroad would still have claims for 2,634 pounds of coal. Under the practice followed by the Illinois Central System, those claims would be paid. The Illinois Central System does not contend that the percentage deduction practice works exact justice, but it does contend that it works to prevent injustice to the railroad, and to the average shipper, whose payments to the railroad for service must be taken to pay coal claims.

It is obvious that there would be no need for the percentage deduction practice if the shipper offered to pay the railroad for the over-weight of coal delivered, as well as asking the railroad to pay him for the loss in weight.

The Illinois Central System takes the position that the test reported herewith constitutes another link in the chain of evidence supporting its contention that the percentage deduction practice, while not working actual justice in every particular case, does work approximate justice and does tend to prevent actual injustice in cases where there is no evidence that there has been a loss of coal in transit, other than that shown by the difference in scale weights.

He Wasn't Promoted

He grumbled.

He was willing, but unfitted.

He wasn't ready for the next step.

He did not put his heart in his work.

He ruined his ability by half doing things.

He tried to make "bluff" take the place of hard work.

He didn't learn that the best of his salary was not in his pay check.

He was always behind hand.

He didn't believe in himself.

His stock excuse was "I forgot."

He learned nothing from his mistakes.

He felt that he was above his position.

He did not think it worth while to learn how.

Good Resolutions

Wordsworth put it thus:

"A creature not too bright or good
For human nature's daily food."

And a charming but mischievous woman once said: "No man shall sit beside me because he thinks I am perfectly safe."

Strange but true, no woman wants to be thought too good for this earth, though in reality she may be pure gold. This characteristic of woman, "uncertain, coy, and hard to please," affords an excuse for suggesting a thorough review of our omissions and commissions and a list of New Year's resolutions to start 1922 on its way rejoicing.

Resolved:

That I shall not delegate entirely to another the mental and moral training of my children—the future citizens of my country.

That I shall make the most of my talents, physical and mental.

That I shall dress as well as my income will permit, that my appearance may be a credit to my family, to the community in which I live, and to the country of which I am a representative citizen.

That I shall vote, and vote intelligently, that my influence may be felt in civic affairs.

That I shall strive for the best in all things pertaining to my daily life, realizing that, however others may contend, unconsciously I am my brother's keeper, and that my example may influence him.

That I shall guard my speech, because by my vocal expressions of thought am I known.

That I shall dignify my job, menial though it may be, by the excellent manner in which I perform it.

That in disposing of my income I shall maintain a middle course, knowing that extravagance rots character and that penuriousness dwarfs the soul.

That I shall cast the dark shadows of bitterness and hate from my heart, that it may become light with sweetness and love.

That I shall make my home a real sanctum, decrying the present-day tendency to regard the home merely as a place to eat and sleep.

That I shall strive for self-mastery, looking always toward the ideal of womanhood I want to reach, and my standard shall bear the legend, "No steps backward."

Every Woman's Duty

Before retiring, remove from the face all traces of dust accumulated during the day, using a good cleansing cream, then scrub with a complexion brush, warm water and a good soap, rinse in water of the same temperature, and finish by applying cold water or a bit of ice wrapped in a soft cloth. This treatment tones up the skin.

When reading or sewing, especially by artificial light, be sure that the light falls over the left shoulder. This prevents eyestrain, one of the causes of wrinkles.

Wearing short sleeves directs attention to the arm and elbow. If you are blessed with well-shaped arms and pretty hands, do not mar the effect by neglecting your elbows. Scrub them with soap and water, using a soft brush, and rub in as much skin cream as will be absorbed. Dust lightly with powder.

To reduce the hips, lie flat on the back on the floor, and roll from side to side.

Household Hints for Home Makers

To remove stains from inside the coffee pot, rub with salt. Vinegar and salt will remove tea stains from china.

Left-over olives should never be returned

to the liquid in which they were packed. Cover them with clear cold water, to which one teaspoonful of salt has been added, and they will keep indefinitely.

To thread a needle readily, hold it against a white background.

A tablespoonful of sugar added to the water in which turnips are cooked will overcome the bitter flavor.

To remove milk or cream stains from fabrics which cannot be laundered, sponge carefully with water, allow to dry, and then sponge with chloroform.

Before heating milk, rinse out the pan with hot water. This will prevent the milk sticking to the pan.

Soak mildew stains in sour milk and then place in the sun without rinsing. Repeat the treatment several times, if necessary.

"I am knitting my daughter a pair of white mittens," she said. I looked mystified, for I knew that her daughter was a grown-up woman with kiddies of her own. So the dear lady explained that the mittens were useful to protect the hands while hanging out the clothes in cold weather, and, being white, would not soil the linen.

We have the men interested, too. Our "Andy Gump" contributes a hint to umbrella users: Touch with oil the center ends of the ribs of your umbrella. This prevents rusting and ruining of the material; however, little oil is to be used.

Tested Recipes

DEVIL'S FOOD CAKE. 1 cup milk, ½ cup sugar, 2 generous squares chocolate. Boil in double boiler until thick as salad dressing.

Mix 2 eggs with 1 cup sugar and butter size of an egg (melted), add ½ cup milk in which has been dissolved 1 teaspoon baking soda, add 2 cups flour and 2 teaspoons vanilla. Combine with the first mixture and bake in layers. Put together and frost with marshmallow frosting.—Mrs. E. F. Dunn, *Lake Geneva, Wis.*

MARSHMALLOW FROSTING. Beat 2 egg whites stiff. Boil a cupful of granulated sugar and ¼ cupful boiling water to "soft ball" stage. Pour gradually on the egg whites, beating constantly. Add ½ teaspoonful vanilla and 20 marshmallows cut in quarters. Beat until smooth and spread on cake.

CRANBERRY GELATIN. Soak 2½ tablespoonfuls of gelatin in 3 tablespoonfuls of cold water. When soft, add ½ cupful of boiling water, 1½ cupfuls of cranberry juice, ½ cupful of sugar, ½ cupful corn syrup, and 1 tablespoonful lemon juice. Strain and turn into a mold and chill. Serve with whipped cream. Whipped cream may be beaten into the jelly as it begins to set.

STUFFED DATES. Pour boiling water over a pound of choice dates, stir with a fork, drain and place on an agate plate and dry off in a hot oven. Two or three minutes should be sufficient. The dates must be hot and dry. Cut each date on one side, remove the seed, place half a shelled pecan in the pocket, draw the date over the nut meat, and roll in granulated sugar.

STUFFED POTATOES. Select good-sized potatoes and bake. When done, cut off a lengthwise slice; scoop out potato and mash; add 1 tablespoon butter, salt and pepper to taste, ½ cup milk, and 2 eggs, whites beaten stiff. Refill the skins with this mixture, cover with grated cheese or paprika, and bake until potatoes are puffed and brown.

Have you contributed a recipe for the Home Division? Do it now!

HAT BOXES

Every girl loves dainty things, and dear to the feminine heart is a tastefully furnished room. Perhaps you have been delighted with the room of a girl friend and then have had the whole effect spoiled by a peep into the clothes closet, the gloomy recesses of which fairly made you shudder.

"A thing of beauty is a joy forever," said the poet. And when a homely hat box can be transformed into a beautiful receptacle, none the less useful for its gay decoration, we have taken a step in the direction of making our clothes closets more presentable and our rooms more charming. The illustration shows three beautiful hat boxes. They are covered with wall paper. Perhaps you have within fingers' reach some samples of wall paper. If not, charming designs may be purchased at a small cost in the store in your town. These boxes are easy to make. The directions are as follows:

A hat box of any kind will answer the

purpose. Measure the surface. Select paper of a good stock. Wet it thoroughly. This may be done by holding it in the kitchen sink and allowing the water to run over the surface. Then blot with newspapers, being careful not to tear the paper. After it has been blotted, remove it to some dry newspapers, and spread the back of the wall paper with a good quality of paste (wall paper or library paste will do). Smooth it over with the hand, fit the paper to the box, and rub it smooth with the hand or a brush. Take a sharp knife and trim the edges. Set the box away until thoroughly dry. You will find that the box is much stronger than it originally was. Patterns may be selected to suit the individual taste. Borders of wall paper make pretty boxes, as shown in the illustration.—MRS. JOHN K. MELTON, *Chicago.*

Here Are the Hat Boxes Described Above

Our Monthly Roll of Honor

Below is a list of employes retired at the meeting of the Board of Pensions, November 29:

Name	Occupation	Years of Service	Date of Retirement
John Fashauer	Freight Handler, Louisville, Ky.	20	4/30/21
John Fuchs	Boilermaker Helper, Burnside	24	7/31/21
William O. Read	Engineman, Kentucky division	27	8/31/21
Robert Stone	Laborer, South Water St., Chicago	29	9/30/21
William Deto	Engineman, Illinois division	30	9/30/21
Chris Siefman	Conductor, Illinois division	21	9/30/21
William R. Hays	Engineman, St. Louis division	30	9/30/21
Mrs. Mary E. Williamson	Mail Clerk, South Water St., Chicago	18	10/31/21
William McCubbin	Chief Clerk to Supt., McComb, Miss.	24	10/31/21
Reuben O. Pease	Watchman, Waterloo, Iowa	56⅓	11/30/21
John Graney	Engineman, Illinois division	50¼	11/30/21
William B. Nusz	Telegraph Lineman, Cecilia, Ky.	16	12/31/20
George Anderson	Clerk, New Orleans, La.	29	6/30/21

The following deaths of pensioners were reported at the same meeting:

Name	Last Employment	Date of Death	Term as Pensioner
Theodore Shelton	Engineman, Kentucky division	11/ 9/21	5 years
Hilliard Sandford (Col.)	Laborer, Kentucky division	10/24/21	4 years
George Jordan (Col.)	Machinist Helper, Tennessee division	10/19/21	1 year

Where the Ten-Pins Are Falling Heavily

Bowling Notes From Here and There Prove That Illinois Central System Has Some Experts

By WALTER E. DUBOIS

THE Engineer, Maintenance of Way, team is still leading the Twelfth Street General Office Bowling League at Chicago and has only lost one game in the last month. The Purchasing Department had the honor of taking that game.

The Land and Tax Department, which is second, has lost only two games in the last month, the General Freight Office taking the two.

The Auditor of Miscellaneous Accounts' team is still keeping ahead of the team from Mr. Blauvelt's office, and doing it in spite of losing two out of three to that team.

There has been an improvement in the team average of the General Superintendent of Transportation Office, which has retained its standing in the league.

When the Chicago Terminal Improvement and General Freight Office met on December 16, they were tied for sixth place. The Terminal Improvment team took two out of three and shoved the General Freight team into seventh place.

The General Freight team, however, has shown an improvement in its bowling.

The Auditor of Disbursements' team has dropped from sixth to eighth place. The team average shows a loss of five pins a game in the last month. The Land and Tax team shows a loss of two pins, while all other teams have improved.

The Engineer, Bridges and Buildings, team is still in ninth place. As the Purchasing Department has moved up close behind, there may be a change in the standing if the Bridges and Buildings team slips.

The Officers have captured one more game and are now one game behind the Vice-President and General Manager's Office.

The bowlers greatly appreciate the fact that the women are visiting the alleys each week to root for their teams.

The standing, as of December 16, follows:

	Teams	W.	L.	Pct.	Av. Pins Per Game	High Game	Series
1.	Engineer, Maintenance of Way	29	4	.879	807	940	2,546
2.	Land and Tax	27	6	.818	807	909	2,588
3.	Auditor of Miscellaneous Accounts	25	8	.758	757	925	2,466
4.	Vice-President—Accounting	23	10	.697	773	907	2,548
5.	General Superintendent of Transportation	17	13	.567	751	865	2,388
6.	Chicago Terminal Improvement	17	16	.515	730	814	2,364
7.	General Freight	16	17	.485	741	864	2,386
8.	Auditor of Disbursements	12	18	.400	707	782	2,274
9.	Engineer, Bridges and Buildings	12	21	.364	700	808	2,249
10.	Vice-President—Purchasing	10	23	.303	691	873	2,352
11.	Vice-President and General Manager	4	29	.121	630	811	2,111
12.	Officers	3	30	.091	609	779	2,077

The Leading Bowlers

	Name	No. of Games	Average	High Game	High Series
1.	L. H. Bernbach	33	190	269	631
2.	W. P. Enright	27	180	217	579
3.	C. M. Knodell	26	179	224	592
4.	M. Block	33	177	211	577
5.	C. J. Riley	33	176	220	584
6.	A. A. Koch	30	174	225	607
7.	S. Cote	33	171	233	598
8.	A. L. Rolff	33	169	213	588
9.	W. J. Larsen	30	166	221	541
10.	F. A. Stone	33	165	203	546
11.	H. A. Rozene	27	163	213	589
12.	E. K. Collier	33	163	236	589
13.	B. E. Breitzke	30	160	205	524
14.	M. A. Grace	30	160	197	535
15.	J. C. Titley	12	159	201	491
16.	R. E. Krubeck	33	159	200	521

17. H. J. Carney	33	158	218	533
18. F. F. Brown	33	156	215	532
19. J. A. Bailey	29	156	206	541
20. J. J. Ullrich	29	156	189	499
21. H. J. Deany	15	156	180	507

High Individual Game:
L. H. Bernbach 269

High Individual Series:
L. H. Bernbach 631
High Team Game:
Engineer, Maintenance of Way 940
High Team Series:
Land and Tax 2,588

A Full Life

There are so many who maintain that feverish ambition is Satan's sublest weapon, and so numerous are those who rant about the world's mad pursuit of pleasure, that it is thrice refreshing to meet one who holds that a full life is composed of equal parts of aspiration and recreation.

Ambition, in its original sense, is a selfish trait, implying a desire for self-aggrandizement; aspiration is a noble virtue, impelling its possessor to do great things, even without material reward. Caesar was ambitious; George Washington aspired. And those who aspire realize that wholesome recreation is a necessity, if the body and brain cells worn away during the working day are to be recreated or replaced for use the next day.

Cling to the happy medium! Be a slave neither to work nor to play. Learn to forget each when occupied in the other; yet never completely lose sight of either. Good work is impossible without clear thinking induced by clean recreation, which, in turn, must be accompanied by the feeling of satisfaction born of work well done.—E. P. O'Donnell, *Stenographer, New Orleans.*

The 63d Street Office League team took the honors at the important bowling match held at Chicago December 3 with the team representing the Twelfth Street Office League, the scores being 2,719 and 2,602. The teams were composed of the supposedly ablest bowlers in the two leagues. Below is the detailed report:

Twelfth Street

	(1))	(2)	(3)	Total
M. Block	158	187	184	529
A. Koch	156	152	176	484
C. Knodell	162	202	145	509
C. Riley	183	190	154	527
L. Bernbach	192	185	176	553
	851	916	835	2602

63d Street

	(1)	(2)	(3)	Total
L. Calloway	139	200	200	539
L. Heimsath	184	142	215	541
R. Hanes	194	192	144	530
T. Hengels	221	148	172	541
F. Pierce	191	198	179	568
	929	880	910	2719

Our Minnesota division correspondent headed this "When 'Cracker' Meets 'Noodle'," which makes it sound like an eating contest.

When the Minnesota division ran its semi-annual inspection train recently, the general

superintendent of transportation was represented by C. M. Knodell. During the trip it was brought out that Knodell was a high-class bowler. It was a foregone conclusion that H. D. Smith, claim agent on the Minnesota division, also was in a class by himself.

When these facts were generally made known, there could be but one result, and a match was arranged between Knodell and Smith, to be rolled at Waterloo. There was considerable speculation as to the winner.

The final outcome, however, was pleasing to the Minnesota division bunch. The score was as follows:

	Smith	Knodell
First game	217	165
Second game	150	166
Third game	211	183

This gave the honors to H. D. ("Cracker") Smith, with an average of 193 pins for the three games, while C. M. ("Noodles") Knodell got an average of 171.

Here is the standing of the Burnside Shops Bowling Clubs for November, 1921:

Club Standings

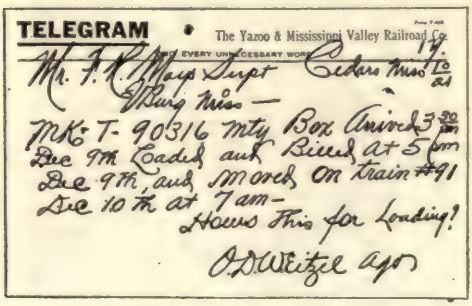
Teams	Games Won	Games Lost	Per Cent	High Game	Team Average
Tin Shop	8	1	888	836	778
Machine Shop	7	2	777	794	744⅔
Office (A)	5	4	555	737	657
Foremen	5	4	555	705	655⅔
Pattern Shop	4	5	444	820	681
M. M. Office	3	6	333	731	644
Roundhouse	2	7	222	702	644
Freight Shop	2	7	222	740	631⅓

First Ten Individual Standings

Names	Games Played	High Game	Total Pins	Average
Adams	6	213	1,108	184⅔
Rolff	9	218	1,647	183
Hoff	5	208	896	177⅔
Pretcher	9	194	1,530	170
Brassa	9	200	1,515	168⅓
Ehrlieher	9	192	1,470	163⅓
Herzog	9	207	1,449	161
Rubbert	9	181	1,429	158⅔
Bradley	6	167	926	154⅓
Johnson	6	156	912	152

Individual High Game.....Rolff.....218
Individual High Series.....Rolff.....574
Highest Team Game.....836.....Tin Shop
Highest Team Series.....2,419.....Tin Shop

"The above-listed scores were made possible on account of having pins with round bottoms. However, new pins have been furnished, and it appears that the scores will show a marked decrease, as most of the players are either losing control of the ball or finding there is lead in the pins, as no 'slushy' strikes are made," explains "Andy Gump," our correspondent.


TELEGRAM • The Yazoo & Mississippi Valley Railroad Co.
FOR EVERY UNNECESSARY WORD
Mr. F. R. Mays Supt Cedars Miss 19
Ship Miss —
MK T- 90316 Mty Box Aniock 3 20 pm
Dec 9th Loads and Bill at 5 pm
Dec 9th and Move On train #91
Dec 10th at 7 am—
How's This for Loading!
A. D. Weitzel Agt

OPPORTUNITY FOUND HIM

The death in Chicago last week of Harry G. Phelps, general passenger agent for the Illinois Central Railroad Company, recalls to mind the fact that it was at Ackley that he began his career on the railroad as a telegraph operator. A blizzard that tied up traffic on the Illinois Central figured in Mr. Phelps' advancement with the company. General Passenger Agent A. H. Hanson was held up for several days at Ackley because of the storm. Phelps was then working as operator there. Mr. Hanson took a liking to the young man and was instrumental in his advancement. The father of Mr. Phelps was formerly landlord of the old Commercial Hotel, opposite the Illinois Central station at Ackley. A few years ago the son parked his office car between the hotel and the station where he began his railway career.—Iowa Falls (Iowa) *Sentinel*, November 29.

CLAIMS DEPARTMENT

Nebraska Falls in Line

How Nebraska knocked out ambulance chasing by a law similar to that so successful in Iowa is shown in a copy of Chapter 171 of the laws of Nebraska, 1921, recently received in the claims office at Chicago. The heading reads:

"An act to prohibit the so-called practice of ambulance chasing for the purpose of inducing residents of this state to bring suits outside of this state on personal injury or death claims arising within this state, and to prohibit the solicitation of such claims and the prosecution of such suits thereon in foreign jurisdiction; to provide a penalty for the violation of this act, and to repeal all acts or parts of acts inconsistent with or in conflict with this act."

The law is worded as follows.

"It shall be unlawful for any person, with the intent or for the purpose of instituting a suit thereon outside of this state, to seek or solicit the business of collecting any claim for damages for personal injury sustained within this state, or for death resulting therefrom, or in any way to promote the prosecution of a suit brought outside of this state for such damages, or do any act or thing in furtherance thereof, in cases where such right of action rests in a resident of this state, or his legal representative, and is against a person, co-partnership or corporation subject to personal service within this state."

The punishment provides that "any person violating any provisions of this act shall be deemed guilty of a misdemeanor, and upon conviction thereof shall be fined in any sum not less than $25 nor more than $500, or shall be imprisoned in the county jail not less than ten days nor more than six months, or shall be both fined and imprisoned at the discretion of the court."

How Advertising Killed a Cow

Some folks still doubt the power of advertising. If you are among them, listen to this:

A few months ago arrangements were made to spray the right-of-way on the Western Lines with a weed-killer of a poisonous nature. In preparation for this work, signs were posted along the railroad, warning the public of the possible effect of the poison on livestock, which sometimes chooses railway property as grazing ground.

On account of a change in plans, however, the weed-killer train was not run west of Waterloo.

The scene now shifts to the city of New Hartford, which, it might well be stated, is *west* of Waterloo. There, a short time after the aforementioned signs had been posted, a certain family cow came to her earthly end under suspicious circumstances. The owner and a veterinarian diagnosed the case as one of poisoning. The animal had been pastured adjacent to our right-of-way. The owner had read the signs and, reading, had believed. The result was a claim for the value of the cow. The claim has been declined.

While in this particular case it was misdirected, the power of advertising is clearly shown.—W. J. H.

Three Grade-Crossing Victories

The three cases given below are recent victories for the company on suits filed as a result of grade-crossing accidents. Although all of these suits caused a loss of time and money which is regrettable, the trend of the results is such as to discourage indiscriminate litigation.

—

Not Guilty of Negligence

A Hamilton County, Iowa, jury recently decided, in a suit for damages brought by C. H. Swiney, former circuit court clerk, that the Illinois Central was not guilty of negligence. This suit grew out of a grade-crossing accident, in which an automobile driven by Mr. Swiney's 14-year-old daughter collided with train No. 1/52 at Duncombe, Iowa, August 10, 1920.

The usual charges were made that the view

was obstructed and that the engineer failed to give proper signals, as well as that he violated the speed ordinance. Notwithstanding these charges, the jury evidently thought that the driver was guilty of negligence in failing to look out for the approaching train.

The Webster City (Iowa) *Freeman Journal*, in its issue of October 28, reported the trial of the case as follows:

"A sealed verdict in favor of the Illinois Central Railroad Company was returned in the district court shortly after 12 o'clock last night by the jury in the case brought by C. H. Swiney, in which he asked $2,200 damages from the road as the result of an automobile accident in Duncombe in August, 1920. The case went to the jury about 5 o'clock in the afternoon.

"Another case in which C. H. Swiney, as next friend of Helen Swiney, asks $20,000 damages grows out of the same accident, and will probably be tried during the next term of court. The petition states that Miss Swiney's use of her left leg is permanently impaired as a result of the accident."

—

Refused a Settlement

In a recent suit tried at Dubuque, Iowa, to recover damages to an express truck belonging to the Dubuque Motor Express Company, the court instructed the jury to find that the railroad was not guilty of negligence. The suit grew out of a collision between a motor truck of the Dubuque Motor Express Company and Illinois Central passenger train No. 27 at the Jones street crossing, October 11, 1919. It was claimed that the crossing flagman, who was on the crossing, signaled the occupants of the truck to proceed, but witnesses who saw the accident testified that this was not a fact.

Claim for damage to the truck and contents was presented shortly after the accident. In order to avoid the expense and trouble of defending a suit, the railroad offered to pay in compromise $663, which represented one-half of the damage.

The result of the trial indicates that the Dubuque Motor Express Company would have been better off financially had it accepted the offer.

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Another Settlement Refused

As George C. Heberling, a prominent manufacturer of Bloomington, Ill., was attempting to cross the Illinois Central tracks at the Empire street crossing November 6, 1920, he collided with Illinois Central passenger train No. 120.

Mr. Heberling claimed that he approached the track at a speed of about 12 miles an hour; that when he reached a point where he could see up the track he observed the train approaching at about 35 miles an hour, but heard no signals of any kind; that as the crossing was on a descending grade he realized he could not stop and therefore increased the speed of the automobile to avoid accident.

Witnesses declared, however, that the automobile was driven at a speed greater than that at which the train was being run.

Shortly after the accident a claim was presented for damage to the automobile. While investigation developed that the claim was without merit, the company, being desirous of discouraging litigation, offered the claimant a reasonable settlement, which he declined to accept. Suit was filed for $3,000 in the circuit court of McLean County. The case came up for trial at Bloomington, September 26. The jury decided that the railroad was in no way to blame for the accident and returned a verdict in its favor.

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Helped War Veteran Get Pension

The Kankakee (Ill.) *Republican* recently carried the following little human interest story regarding C. D. Cary, claim agent at Kankakee:

"In 1907 Bennie Holman, a transient, had a leg cut off while attempting to board a freight train at Buckingham. He was brought to Kankakee, where he received medical attention.

"When his injury had healed he applied to C. D. Cary, claim agent of the Illinois Central, for help to get to Freeport, Ill. Cary gave him a pass to Freeport and $25 in money.

"Cary bade Holman good-by, and that was the last he ever saw of him. He learned that Holman was a veteran of the Spanish-American War.

"Early in 1921 Cary heard from Holman. The man stated that he was in the National Soldiers' Home at Dayton, Ohio. He asked Cary to intercede for him in procuring a pension.

"Yesterday Cary received a letter from Holman stating that through his efforts he has procured the pension. Here is his letter to the claim agent:

"I write to let you know that I have been granted a pension of $30 per month. I want to thank you sincerely for your help. If it had not been for your fairness and kindness to me I would probably not have received this grand relief. I will never forget you. Please tell me if you smoke and I will send you a box of choice cigars. I want to show you that I am really sincere in what I say.

"'I will have 15 months' back pay so I will have $450 and I want to do something for your kindness. Please answer at once. I hope you will always enjoy good health. I will always remain your friend.'"

A Little Fable Good for New Year's Day

By T. W. CROW,
Out-Freight Department, Chicago

A long freight train rolled slowly into the siding and stopped with a grinding of brakes and a rattling of couplers. The crew cut off the engine and started to work switching out cars from a near-by track.

"Oh, dear me!" sighed a new box car, "what a hum-drum life is this that I have to live. Nothing for me but work, work all the time. Never a moment of rest for me except when I am stopped at some jerk-water town while the engine takes water, or I am set out in some smoky, dirty yard to be jerked and bumped around to suit the whims of some rough switching crew.

"And I am always obliged to carry a heavy load; it is a wonder that the traffic manager would not let his cars run empty once in a while. Only last week the G. Y. M. wanted to send me home empty, and I was much pleased when I heard of his plans; but the division superintendent put out an order to send all cars home under load; so here I am, loaded to the brim with wheat for some fat elevator in Chicago. I wish that some one would poke a hole in my floor and let the old wheat run out all over the ground."

The Passenger Car's Free Life

At this point a passenger train roared past, while the disconsolate car gazed after it with a self-pitying expression.

"Now, that is what I call living," said the box car. "To go rushing around the country, behind a swift passenger engine; to have the right of way over all the poky old freight trains; to carry all the happy young children and the newlyweds; to have a man sweep my floor and clean me up all spick and span every day—yes, that is the life, all right. Why could not I have been a passenger car instead of an ugly old box car? I would much rather be a dirty old switch engine, or even a caboose, than what I am. I shall never know anything but rough treatment. No romance, no tragedy, no adventure shall ever fall to my lot."

"Tut, tut, my dear sister. Why are you so distressed with your lot?" The voice came from a battered old box car on the next track.

The new car replied: "Oh, it is all right for you to talk that way; you are only an old worn-out car, almost ready for the junk pile, while I am young and have a whole life of drudgery ahead of me."

Old, and Experienced, as Well

"Yes, I am old, I must admit," said the old car, "but I have lived a wonderful life. I have seen many things, I have traveled many thousands of miles, and I still have a few thousand miles left to travel, and several years of useful work before I am sent to the junk-pile. If you do not mind, I would like to tell you a few things."

"Go ahead," said the other, "I may as well listen to your tale as to stand here and listen to the banging and bumping of that miserable old freight engine."

"It was in 1898," said the old car, "that I came out of the shops a bright, new car. I felt very proud when the inspector placed his O K on me, and I was made ready for my first trip. At first, everything was lovely, but after a while I began to feel much as you feel now.

"As I grew older, however, I came to realize that I could not hope ever to be anything but a box car; so I just made up my mind to be the very best kind of box car that it was possible for me to be and to make just as much profit for my employers as I could. I had rather a hard time at first in keeping my resolution, but the more I practiced it, the more I was convinced

that I had found the secret of real usefulness and happiness.

A Wide Range of Travel

"You complained of the lack of romance, tragedy and adventure in the life of a box car. What, may I ask, could be more romantic than the life I have lived the past twenty years or more? I have traveled from the frozen shores of Hudson Bay to the sun-kissed shores of the Mexican Gulf; I have seen the beautful wooded hills of New England and the burning, barren sands of the Great Southwest. I have journeyed from the cornlands of Iowa to the cotton fields of Alabama, from the coal region of Pennsylvania to the copper region of Montana. I have traveled the far-flung prairies of Kansas and Nebraska, across the snow-capped Rockies, and down their western slope into the paradise of Southern California, where the flowers bloom the year around, and whence the birds never have occasion to migrate. I have seen the beauty of the great forests of Oregon and Washington, as well as the quiet, peaceful countrysides of the great Mississippi Valley.

"And if these things are not sufficient, think of the wonderful work that I have done in my lifetime. I have benefited countless thousands of human beings with the articles of commerce that I have carried. I have carried wheat and corn from the farms to the mills, and then taken the flour and meal to the cities, from where it was sent broadcast over the world to provide food for many people. I have even carried coal to keep the great mills and factories running and to keep people warm during the cold winters. I have carried many other things, among them iron, cotton and wool to be made into useful articles of commerce that would make the world better.

Some Tragedy and Adventure, Too

"Really, I think there is sufficient romance in my life to fill a book. And as for tragedy—well, I have seen tragedy a-plenty. I have seen many poor fellows badly mussed up, and a few who were killed. I have carried many a poor hobo whose very life itself was a tragedy. Many times I have listened to tales of lives that had been broken and twisted and warped, some by unnatural circumstances, others by the actions of unscrupulous persons, and yet others by the foolishness of the poor victims themselves; but whatever the cause, their lives were tragedies, just the same.

"As for adventure, I must say that I have had my share, with derailments, storms, snowslides, and such other accidents as fall to the lot of a box car.

"And so, my dear sister, this is a fairly accurate account of my life, and the wonder of it all is that I have lived as long as I have. But, as I said before, the secret of usefulness and happiness in life lies in doing the very best that you can."

A Lesson to Be Practiced

"Really, I cannot tell you how much good your story has done me," said the new car, "and I must say that I certainly am going to practice your philosophy. I hope that I may be as successful in applying it as you have been.

"Well, my crew is coupling up the train, and we shall be leaving presently; so I must bid you good-by."

"Good-by," said the other, "and good luck."

Helped Salvation Army

In connection with the recent Home Service appeal of the Salvation Army, C. M. Kittle, senior vice-president, received the following letter from Commissioner William Pearl of Chicago:

"Permit me to express to you my sincere gratitude and that of the Salvation Army for the excellent support you have given us in connection with our recent Home Service appeal in Chicago:

"I understand that the employes of your company have subscribed a little better than $3,000 to the appeal, which is a very fine record indeed, and we feel that these splendid results are in no small measure due to your co-operation and influence. We, of the Salvation Army, will not soon forget the part you have played in making these results possible.

"On behalf of thousands of Chicago's poor and needy, who will so largely benefit by the services you have rendered, and many of whom, but for the very fine work which you have done, would have to face the on-coming winter without the assurance of even the barest necessities of life, I thank you."

Care With Empty Cars Can Save Money

Proper Routing Is an Important Factor in Maintaining the Efficiency of the Railway Plant

By H. K. BUCK,
Chief Yard Clerk, Gwin, Miss.

HAVING given considerable study to the subject in the five years I have been with the Illinois Central, I venture the opinion that one of the greatest fields for improvement in our operating methods lies in our handling of empty equipment.

No business has the hearty co-operation and good will of its personnel to a greater extent than the railroads, and I believe the Illinois Central System ranks first in that. The mishandling of empty equipment is seldom due to a willful violation of instructions. It is usually due to a failure on the part of the person concerned to understand instructions, especially the first three of the car service rules, which apply generally to conditions we have in the terminals and locally on the road. Occasionally, mishandling is due to a failure to keep up with special instructions.

Paragraph D of Rule No. 3 reads as follows: "Deliver empty to the roads from which originally received, *if impracticable to dispose of them under other paragraphs of Rule No. 3.*" Judging from the mishandling of equipment now being experienced by the company, I would say that many of us do not read the other paragraphs of the rule, and at times it seems that some of us have lost the book entirely.

A Form to Save Trouble

The use of Form 151 empty slip waybill, attached at junction to the regular waybill (practically the same as the old "home route card"), is one of the best systems ever put into effect. However, because we do not give the car service rules sufficient study and do not keep up with special instructions, we are mishandling equipment even under this plan. We are causing back haul, which we are trying to eliminate, and causing extra *per diem*, the latter an expense which a great many of us do not seem to consider as we should.

Here is an example: An agency on the Illinois division recently made empty a Southern Pacific automobile car which we had received from the New Orleans & Great Northern at Jackson under load. The car was forwarded from the point in Illinois on the Jackson returnable Bill Form 151, which was made at Jackson when the car was received, notwithstanding that special instructions at that time on this type of equipment were to "load to, or in the direction of, Chicago; if no loading, bill empty to Wildwood, Ill." The car in question moved back south as far as Gwin, and was then billed to Chicago. The failure of the Illinois division agent to observe the special instructions caused an unnecessary empty haul of more than 1,000 miles, and also an extra *per diem* expense of about ten days, for the car moved in tonnage trains.

Use Care as With Loaded Cars

I have talked with and corresponded with agents on this subject, and many of them appear not to be posted on the car service rules as they should be. It would be fine if as much interest were manifested in billing empties and handling empties as in billing and handling loaded cars. Everyone should realize that the proper handling of cars means dollars saved, and dollars saved are equivalent to dollars earned. I watch the movement of empty equipment, first, because it is my duty and, second, because of my own interest. I enjoy it. I like to see how many cars I can "get going right."

I believe we have the best line-up of yard clerks at Gwin that is to be found on the system, and that is what eliminates "no bills" and "over bills." Get old cars moving. Detect cars which are moving against instructions. Bill correctly. Study the car service rules. We are endeavoring to do these things at Gwin, and each clerk is taught the great importance of carrying out special instructions and the car service rules.

Most of the time lost by clerks in handling waybills for in- and out-bound trains, I believe, is caused by the improper billing of empty equipment. Trains are delayed waiting for waybills because clerks are looking to see whether cars are empty or loaded without billing. We have overcome most of this at Gwin by giving the empty billing a special study.

When every car moving is accompanied by its proper billing, there is no danger of moving loaded cars on empty waybills.

A Rule That Saves Money

An understanding and use of Rule No. 4 will save the company many dollars. That is, when we have a surplus of empty equipment on hand, send the surplus home by the shortest route on revenue billing at a reciprocal rate of 5 cents a mile, with a minimum of 100 miles for each road handling the cars. This is more economical than hauling the cars a great distance around to get them home direct. If everyone, before billing an empty car, would take enough interest to figure out the movement of that car, just as though he had to pay $1 for each twenty-four hours' delay in getting the car home or to the proper junction, the gross mishandling of empty equipment would be done away with.

I want to tell you something of the system we have on the Louisiana division for keeping up with the current instructions governing the handling of empties. We are, of course, familiar with the book, General Order No. 10, issued February 21, 1919. It has 18 pages, 8x11 inches, forming a loose-leaf book, giving the disposition of privately owned empty freight car equipment. The chief train dispatchers at McComb and Memphis issue car bulletins, numbering them consecutively, and reissuing them as often as necessary to keep instructions correct. They list each class of equipment separately, so there is no possible chance for error. The bulletins are printed on sheets the same as General Order No. 10. We have been furnished with two backs for this special book, and, with General Order No. 10, current car bulletins and wire instructions, we are able to form a loose-leaf book. As new instructions are received, the canceled ones are removed.

COMMUNICATIONS

For Private Ownership

Engineer C. J. Barnett of Memphis is a world's champion when it comes to maintaining schedule on the Panama Limited, as he recently completed five perfect years of such service. His feat was noted in the December issue of this magazine. Mr. Barnett has ideas on subjects other than schedule maintenance, however, and his record for service and citizenship entitles him to a hearing.

To THE EDITOR: I have heard much about the government ownership of railroads, but

WIPED OUT!—A PROPHECY

it is my humble opinion that we, as a whole, do not want government ownership. Private ownership, with government regulation, is what I consider best for this great country. Private ownership of railroads is one of the things that has made America what it is today. Was there ever a country that developed and prospered as this one has?

When the older countries, as I call them, were at a crisis, they had to call on America to come to their assistance, and we did. I am glad to say we made victory possible much sooner than we hoped for.

The development of this country—with the great railroads running everywhere, their main arteries touching every kind of raw material and putting the finished product at every point for distribution through the world—was all under private ownership, and I venture to say that, had the government owned the railroads for the last thirty years, this would not have been possible, for there would not have been so many railroads in America as there are.

Competition is the life of trade. When the government owns anything, competition ceases, and efficiency decreases to a certain extent. What we need in this country is competition. Everybody must get busy. We must put more people to work for private concerns and reduce the number of people who are working for the government. We must increase efficiency and production. There are too many people working for the government who are not producers.

I have heard something about the profit-sharing system, and it is my humble opinion that there isn't anything to such a system. There isn't anything to sharing profits with one who has nothing invested. This will not increase efficiency. Giving people something for nothing is a move in the wrong direction. It decreases production.

Private ownership, with efficiency and production, has made this country, and that is what we need now. Doing well is hard to beat, and why change?—C. J. BARNETT, *Engineer, Memphis, Tenn.*

The Salesman and the Pig

TO THE EDITOR: When I took the fat china pig from my desk that morning, he was so glutted with silver that he scarcely jingled. He was a big brown porker, with a slot in his broad back, and a label on his side. How the family had laughed over that label! "When is a pig not a pig?" they teased. "When he is labeled 'Oriental rug.'" You see, the pig was my bank, and quarters and halves had been his sole diet for more than a year. I felt rather ashamed of the petty economies which had been practiced at times to feed the pig, but now he was stuffed to capacity, and I was going to buy myself an Oriental rug for a Christmas present.

In high spirits I hurried from the office, on Saturday afternoon, to a store which boasts the Christmas spirit, and in the rug department a clerk was assigned to give me attention. I didn't like that clerk from the first glance. He had a bored air as he grandly drew up a chair for me. Now, what I do not know about Oriental rugs would fill a large volume. I know that the Turkish ones are mostly red, but I have not the names glibly at the end of my tongue. So I told the clerk timidly that my knowledge was limited. And then I spent a most uncomfortable half hour. No, he wasn't discourteous—far from it. He had about as much interest in selling me the Masonic Temple as he had in trying to learn the particular kind of rug which would please me. There was something in his stony air of hauteur which made my face burn. And when he was called away for a minute I did a most cowardly thing: I fled!

I couldn't help thinking that that clerk was a poor representative of the management of the store. I wanted a rug, and I wanted it badly enough to have saved carefully for it, but he couldn't have sold me a rug if my life depended on it!

I doubt whether those who meet the public realize the responsibility resting upon them. They represent the management of the store or business, and it is within their power to make a very good impression or an exceedingly bad one. It isn't any favor to the public to be courteous. To put yourself in the place of the fellow on the other side of the counter may seem like asking a great deal, but are we not forever quoting the Golden Rule? Display a bit of interest in the thing that you are selling, Mr. Salesman, whether it is tacks or transportation, and make the buyer feel that you know just what he wants, and that you are delighted to serve him.—TILLIE THE TYPIST.

MEN OF THE ROAD

By Charles Hanson Towne

Dedicated to all railway veterans of the United States by the author, who wrote it for the Pennsylvania System Veteran Employes' Association.

I

Sometimes when I think of those rails that
run like arteries through our land,
A vision comes of the endless roads that
master minds have planned;
Roads that lead to the Golden West, and
North where the snow lies white;
Roads that plunge through chasm and gorge
and sing through the lonely night;
Then down to the sunlit seas of the South,
and East to the ocean wide—
Roads that are swift, and sure, and clean,
the country's hope and pride.

But what is a road without manly men to
urge the engines on,
To keep the furnace hot with life, from
thrilling dawn to dawn;
To make the silver tracks express the glory
and will of the wise,
And knit the cities in one vast plan of beauty
and enterprise?
For men must stand at throttle and brake,
and in every aisle and door,
Like sentinels who kept their tryst, though
loud the thunder roar.

The men who dreamed this iron dream were
men of iron worth,
And when you and I have journeyed far,
their dream shall circle the earth.
They toiled in the dark, when lo! a spark, a
flash from the heavenly fire,
Made them see aright in the aching night;
and they built of their great desire.

They built these roads that speed us all to
distant towns and rivers;
They built new cities on wide waste-lands—
they were the gospel-givers;
They were the dreamers who pondered long,
who would not falter nor fail—
The men who dreamed a noble dream of
long bright miles of rail.

II

They battled long—how long!
Their hopes went down in dust.
The weak became the strong,
And whispered, "Lo! we must!"
They saw the forests fade
In pathways for their dream;
They heard the prairies sing
With the loud roar of steam.
They pushed their engines on
Through swamps and deserts wide;
They tore asunder the great hills—
They would not be denied!
They made vast halls of steel,
Where through, with lightning speed,
The first wild engine raced
Like some gigantic steed.
Their headlights pierced the dark,
Their signals flashed and gleamed;
And through dim tunnels of the earth
Exultantly they steamed.
From coast to distant coast
They sped; they could not fail!
And now, behold long miles
Of shining silver rail!

III

It a little thing to follow those
Who wrought so well out of their passionate fears?
Is it a little thing to keep alive
The solid tasks of these great pioneers?
Is it a little thing to say tonight,
"We shall not falter in the coming years!"

Is it a little thing to be of those
Who kept alive the lamp of great desire?
Some spark of their exultant flame shall flash,
As watchmen flash a little word of fire.
Torch-bearers of the years, their light still burns—
High, high indeed! . . . And yours shall burn still higher!

IV

Honor to them!—the men who served
In youth, and still serve on today!
Honor to them! They never swerved,
And none their busy hands could stay.
What though the track lay straight, or curved?—
Their iron horses found the way!

Honor for those long, tireless years,
Wherein they gave their manly best!
They had no time for foolish fears
When the great storms roared East and West;
"We follow them—those pioneers!—
We, too, are ready for the test!"

Remembered by their confreres still,
The Veterans who served so well
Are like great cedars on a hill,
The story of whose growth men tell.
Their boughs fall not—and never will
Till God Himself shall ring the bell!

And they who wrought out of their might,
And served the roads they loved always,
They sit by glowing fires tonight,
With memories of distant days;
And though their heads are silver-white,
They still are young enough for praise.

And they who follow them shall know
Such seasons white with honest joy.
How wonderful like this to grow
To manhood in the Road's employ,
And say, "I did my best! and though
I'm old in years, I'm still—a boy!"

Honor to them! All honor still
To those who served, and served so well!
They are like cedars on a hill,
The story of whose growth men tell.
Their boughs fall not—and never will
Till God Himself shall ring the bell!

V

Men of the Rail, men of the Road,
When May came out, and her orchards glowed,
You whirled from tired cities, through lanes
Of beauty, on your thundering trains.
When Summer sang beneath opulent skies,
And the world was a book for our weary eyes—
A great, green gospel of joy—you sped
Where the hills were mute, where the rose was red.
And when Autumn came with beautiful dreams
And draped the mountains and kissed the streams,
You saw her pages of purple and glory,
And read in a flash her wonderful story.
When the ice-bound rivers were hushed in sleep
In northern wastes, and the snow lay deep
In valley and gorge, you saw the white
Perfection in a world of light;
The trees like nuns in hoods of snow,
Silent and beautiful, row on row.
And when Spring came out with silver feet,
Her lovely legend to repeat,
You saw her through the forests run
Beside your speeding train! The sun
Was tangled in her golden hair—
You saw the glints and gleamings there.

Men of the Rail, men of the Road,
The whole world is your bright abode!
But though far you fare on the silver track,
The same rails bring you singing back!
It's a gypsy life, and a gypsy trail,
Men of the Road, men of the Rail!

HE STARTED WITH US

H. R. Stafford was recently elected a vice-president of the Chicago, Burlington & Quincy Railroad. Mr. Stafford began his railway career with the Illinois Central, serving in various capacities for fifteen years. Later he was chief engineer of the Grand Trunk Railroad, assistant regional director of the United States Railroad Administration, and then assistant to President Hale Holden of the Burlington.

ACCIDENT AND INJURY PREVENTION

They Swear By This Man's Safety Work

FRANK Calkins, engineer on the Wisconsin division, established such a reputation for carefulness and safety, not only among the officers and employes with whom he worked, but with the citizens of the towns through which he ran, that the city council of Polo, Ill., in considering the question of gates at railway crossings, decided that none was necessary when Engineer Calkins was at the throttle, and only asked that all engineers use the same great care.

It might be said that Mr. Calkins has been running a train for thirty years, the last ten years of which have been on a local freight, switching box-cars at every station between Freeport and Amboy and passing over hundreds of public crossings daily, yet he has never run into a pedestrian or a vehicle. Doubtless, too, the drivers of automobiles in these towns have been sometimes as careless as they are anywhere, for a time or two they succeeded in running bang into the train before they would allow themselves to be stopped. Perhaps still others committed suicide by drinking hair tonic, but that, of course, is no part of our story.

An Expert in Switching

It would be a good guess that Mr. Calkins follows the rules of safety zealously, anticipating whatever act might result in an accident and thus avoiding it. For three years, while state hospital buildings were being constructed near Dixon, he switched cars containing everything from stone steps to art glass windows on tracks with 4½ per cent grades and 38-degree curves with never a mishap. He never had to report an injury to a member of his crew and, in fact, has never been called in to an investigation of any kind in the last sixteen years. Brakemen who worked with him preferred to work nowhere else, and only with reluctance would accept promotion as conductors on other trains.

Mr. Calkins admits that the habit of safety has grown on him until it is uppermost in his mind in everything he does. He modestly insists that what he does is nothing more than the duty of every engineer in charge of a locomotive, but has consented to give a few of the outstanding principles which have made his record possible:

There's a Reason for Each Rule

"We must not be satisfied with a mere

Frank Calkins

perfunctory compliance with rules, but must look to the reason for each rule—to what it was meant to safeguard—and see that our performance fully satisfies the purpose for which the rule was intended. After we have read our train orders and turned them over to the fireman and head brakeman, we must call out the meeting points and see that all understand the orders alike—three heads are three times better than one. Before departure we must inspect every working part of our locomotive just as if we expected to find something wrong—the oiling, brakes, air, bellringer—and bring the whistle lever into easy reach, and then later be sure to make good use of it.

"The fireman, as well as the engineer, must keep a close watch-out at every public crossing; the approaching automobile might contain his own wife and baby instead of his mother-in-law.

"Each of the four blasts of the crossing whistle must be separate, long and distinct, so that they will not fail to be heard, with an additional alarm at busy crossings or where the view is obstructed, leaving nothing to chance. We must try to do the fast running between stations, so that we won't need so much speed through the towns; but don't pass through the heart of a town without letting them know a train is approaching—use the whistle everywhere that it is not positively prohibited, and keep the bell ringing.

"The accidents in switching are all eliminated by stopping or slowing down enough before backing over a crossing to give the brakeman a chance to go ahead of the cars, especially if your view is not clear.

Remember Men in the Caboose!

"Climbing on or around the locomotive is dangerous; let's not get so used to it that we neglect holding on firmly, because a slip may be fatal. On freight trains, when you can expect the trainmen to be getting on or off, slow up to make it safe for them. We must always remember there are men in the caboose, and give thought to them in starting or stopping—use of straight air may cause injury.

"The fireman is getting his training from the engineer; don't merely set him a good example in safety, but be his big brother. Don't let him climb back to take water right when he may be struck by a bridge overhead, nor let him be killed by a structure at the side of the track when you could have told him it was there. Watch how he stands to take water and how he pulls down the coal chute; maybe he hasn't learned the safe way.

"Slow down or stop for the switch; if we make the brakeman run for it, there are many things over which he may stumble. In one word, let's eliminate every possible risk and danger, and let no one take a chance."

TELEGRAM Form 590

Illinois Central Railroad Company

OMIT EVERY UNNECESSARY WORD

CHGO DEC.15

DEAR BILL
AM GLAD YOU ARE BACK PULLING PINS AGAIN AFTER YOUR REST IN THE HOSPITAL. TOO BAD THERE WASNT A NO ACCIDENT DRIVE IN NOVEMBER SO THAT YOU WOULDNT HAVE BEEN HURT. BY THE WAY, BILL, THE NO ACCIDENT DRIVE THIS MONTH MEANS NOTHIN TO BUCK SMITHERS YOUNG HEART. I SAW HIM YESTERDAY TRYING HIS DURNEST TO PUT HIS RIGHT DOG BETWEEN 2 COUPLERS TO ADJUST A DRAW BAR. IVE SEEN FELLOWS AT CIRCUSES PUT THEIR HEADS IN A LIONS MOUTH FOR PAY, AND SEEN BALLET DANCERS USE THEIR FEET TO MAKE A LIVING BUT WHY ANYONE WILL STICK THEIR FOOT AGAINST A DRAW BAR IS A HARD ONE. IF BUCK KEEPS THIS UP HE WILL HAVE MORE WOOD IN HIS LEG THAN IN HIS HEAD. HERES HOPING, BILL, YOU WONT TRY THIS STUNT AND SPOIL OUR FISHING TRIP NEXT SUMMER. JOE

The College That Lies in Your Mail Box

Smith and Brown Decide to Delve Into the Correspondence Education Offered by the States

TWO railway men at a small town in the West had had several heart-to-heart talks with each other about the greater attractions of life in a large city. Both had been born and brought up in the country within a few miles of where they were working. One of them, John Smith, was rather discouraged and wanted to seek a position in the nearest metropolis. He was always urging his friend, Tom Brown, to join him, but the latter was never quite convinced of the wisdom of such a step. Furthermore, Tom had a deep love for the country and was unwilling to go away from it. Their conversations at various times had left the matter unsettled.

Finally Tom drops in on John again, one fine day, and starts the ball rolling a new way.

Happiness Lies Within

"John," says he, "I've been thinking of our talks about the advantages of the city compared with those of the country, and I have just about come to the conclusion that the old philosophers were right when they said that happiness was within us, and that we cannot get out of ourselves what isn't first put in.

"Do you remember my old friend, Dick Jones, who stopped off at this station about a year ago? Well, I saw him again a few days since and asked him how everything was going. He says, 'Fine,' and then he opens up and tells me about a new experience of his.

"It seems that, like yourself, he had had the notion of transferring his affections from the country to the city, where he thought he would find less monotony and more opportunity to broaden his experience. Now just before he packs up to make the move, he meets a chap who tells him all about some kind of extension education work—that's what they call it—carried on by the state universities. ways did have a hankering for studying out things, but had never been able to do much Dick says he listened carefully because he alsystematically.

Picked Out His Own Subject

"The upshot of it all was that Dick wrote to the director of extension education of the state university in his home state, and to those in some near-by states, to find out just what courses were given by correspondence and on what subjects. He got replies and picked out a subject that suited his inclinations— I don't remember just what it was—and he has been making good progress in the work ever since.

"He says the expense is very small, probably much less than the cost, because the university is supported by state funds and is able to offer good courses of study by correspondence on various subjects. This seems to be done as a matter of public welfare.

"Dick is much interested in his studies, and he looked mighty cheerful to me; he said he was soon going to start another course more advanced and that, in some way, he had got into touch with some other serious students interested in the same subject, with whom he was corresponding.

Wants to Let Others Know

"It struck me that Dick was creating for himself a little world of his own in which he would find increasing happiness. I said as much to him, but he to told me that, while he did enjoy the work and it took very little of his time, yet the thing which gave him the most pleasure was to let as many others as possible know about the excellent opportunities available and to induce them to take advantage of them.

"He said that the state university in his home state did not happen to give any courses in the particular subject in which he is interested, but that he got just what he wanted from a similar institution in an adjoining state. He gave me a complete list of all the directors of university extension education in the United States, and here it is":

List of Extension Directors

ALABAMA

Prof. James S. Thomas, University of Alabama, University, Ala.

ARIZONA

Frank C. Lockwood, University of Arizona, Tucson, Ariz.

ARKANSAS

Dr. Arthur N. Harding, University of Arkansas, Fayetteville, Ark.

CALIFORNIA

L. J. Richardson, University of California, Berkeley, Cal.

Dr. G. F. Bovard, University of Southern California, Los Angeles, Cal.

COLORADO

L. D. Osborn, University of Colorado, Boulder, Colo.

DISTRICT OF COLUMBIA

President J. Stanley Durkee, Howard University, Washington, D. C.

FLORIDA

B. C. Riley, University of Florida, Gainesville, Fla.

ILLINOIS

H. F. Mallory, University of Chicago, Chicago, Ill.

INDIANA

J. J. Pettijohn, Indiana University, Bloomington, Ind.

IOWA

Irving H. Hart, Iowa State Teachers' College, Cedar Falls, Iowa.

O. E. Klingaman, University of Iowa, Iowa City, Iowa.

KANSAS

H. G. Ingham, University of Kansas, Lawrence, Kan.

KENTUCKY

Wellington Patrick, University of Kentucky, Lexington, Ky.

MARYLAND

C. S. Richardson, Maryland State College, College Park, Md.

MASSACHUSETTS

J. A. Moyer, Univ. Ext. Dept., Massachusetts Board of Education, Boston, Mass.

MICHIGAN

Dr. W. D. Henderson, University of Michigan, Ann Arbor, Mich.

MINNESOTA

R. R. Price, University of Minnesota, Minneapolis, Minn.

MISSOURI

C. H. Williams, University of Missouri, Columbia, Mo.

NEBRASKA

A. A. Reed, University of Nebraska, Lincoln, Neb.

NORTH CAROLINA

L. A. Williams, University of North Carolina, Chapel Hill, N. C.

NORTH DAKOTA

A. H. Yoder, University of North Dakota, University, N. D.

NEW YORK

J. C. Egbert, Columbia University, New York City.

OKLAHOMA

J. W. Scroggs, University of Oklahoma, Norman, Okla.

OREGON

J. C. Almack, University of Oregon, Eugene, Ore.

PENNSYLVANIA

J. H. Kelley, University of Pittsburgh, Pittsburgh, Pa.

Dean R. L. Sackett, Pennsylvania State College, State College, Pa.

SOUTH CAROLINA

Reed Smith, University of South Carolina, Columbia, S. C.

SOUTH DAKOTA

J. C. Tjaden, University of South Dakota, Vermilion, S. D.

TENNESSEE

C. E. Ferris, University of Tennessee, Knoxville, Tenn.

TEXAS

E. D. Shurter, University of Texas, Austin, Texas.

UTAH

F. W. Reynolds, University of Utah, Salt Lake City, Utah.

VERMONT

J. F. Messenger, University of Vermont, Burlington, Vt.

VIRGINIA

C. G. Maphis, University of Virginia, Charlottesville, Va.

WASHINGTON

F. F. Nalder, State College of Washington, Pullman, Wash.

E. A. Start, University of Washington, Seattle, Wash.

WEST VIRGINIA

L. B. Hill, University of West Virginia, Morgantown, W. Va.

WISCONSIN

Dean L. E. Reber, University of Wisconsin, Madison, Wis.

WYOMING

F. M. Foster, University of Wyoming, Laramie, Wyo.

Willing to Take a Chance

"But, Tom," says John, "what's all that mean to you or me? I'll bet that the stuff your friend Dick is studying wouldn't be of any earthly interest to you or me."

"Well," rejoins Tom, "that's probably so, but I'm pretty sure that there are lots of other subjects, and I'm going to send for some circulars telling all about them. I'll wager there's something for me in it yet. Anyhow, the missus says she would like to see if there's anything to appeal to her side of the house."

"I'm not much interested," says John, "but you can ask for two copies of those circulars if you want to and give me a set when you get them. I'll know better then if I want to do anything about it."

Study to Appreciate Life

"Glad to do it, John," says Tom, "and after I decide exactly what course to take myself, I'm going to try to find out how to get into direct correspondence with some other serious students who are interested in that same subject. Anyway, I intend to try out this plan before I ever turn my back on country life. A poet once said: 'God made the country; man made the town.' What say you?"

"Well, I don't know yet," replied John, "but I'll wait a while and see what you turn up. If you survive the performance, I may be tempted to follow your example. There are several things I've always been curious to learn about, and maybe you're showing me a way to do so. I'll admit that the man who has got the goods in his head has a better chance to get the most out of life, in the long run."

"My own notion," says Tom," is that perhaps both of us and thousands more like us in the small towns throughout this great country may be able to bring the world to our own doors, or at least as much of it as we really need."

How the Louisiana Division Saved Its Coal

Superintendent T. J. Quigley Outlines Plan Which Proved the Most Successful on the System

We all like a winner, and we wonder how he did it. The Louisiana division proved the best coal-saving division in September and October, according to the judgment of the general fuel conservation committee, and here we have Superintendent T. J. Quigley's account of how the teamwork was put in effect to obtain the necessary results.

By T. J. QUIGLEY,
Superintendent, Louisiana Division

AS superintendent of the Louisiana division, I have been requested to write on fuel conservation. The general fuel conservation committee has advised me that the request was made on account of the excellent results obtained on this division in fuel conservation during September and October.

I feel that this request might, with the same end in view, have been made of the head of any department—in fact, of any man—on the Louisiana division. The showing which we made was so outstandingly due to the interest and co-operation of all on the division that every man on the division should have a hand in writing any article pertaining to the results obtained.

The methods of getting this individual interest and co-operation may be briefly outlined as follows:

How All Were Enlisted

In the mechanical department, meetings were held with all general foremen, and at each shop point with all foremen. Each foreman in turn made it his duty to talk to each employe, explaining the various ways in which he, as an individual and in connection with his duties, could conserve coal. Also, at the time of the talk, each employe received a card showing briefly the ways in which he could assist in conserving fuel.

In the road department, meetings were held with the supervisors, and they, in turn, personally talked to each foreman, who then outlined to the men in each gang the methods that could be adopted to save coal.

In the transportation department, meetings were held at terminals with the road men. and also with all yard crews. In addition, a meeting was held with the train dispatchers, and their interest was solicited in moving trains promptly. It was fully realized that the coal burned by an engine while the train is not moving produces no useful work, and that the dispatchers, therefore, could play an important part in the fuel conservation campaign by avoiding all unnecessary delays to trains.

The trainmasters and traveling engineers also personally talked to each man on their seniority lists.

Made Changes on the Engines

Prior to the beginning of the campaign, enginemen were requested to go over their engines carefully and advise the superintendent personally of any defects in their engines or any conditions that would tend to increase the amount of coal consumed. In accordance with their reports, some changes were made in the engines which apparently served to reduce coal consumption.

Suggestions were solicited and obtained in a great many instances from all employes on the division, regardless of the character of their work or the department in which employed, and each suggestion received the fullest consideration to determine whether or not it could be put into effect.

Passenger enginemen agreed to double the road in each case on one tank of coal, and freight men agreed to run certain coaling stations without taking coal. Tests were conducted throughout the month in coal consumption, and the results of these tests were posted at all bulletin points. Cartoons were shown daily at McComb on a blackboard near the engineers' washroom. This served to create interest among all the men, and these cartoons were watched for daily. The supervising agent made a trip over the division, holding a meeting at each station with the entire station force, impressing upon them the ways in which the agent and his force could assist in saving coal.

By the time the campaign had begun, the men had made up their minds that they could beat any other division on the system.

Economy, Not Penury

By L. L. KING,
Special Assistant, Purchasing Department

WEBSTER defines "Economy" as "A regulation of household affairs; frugality in expenditure; management which expends money to advantage and incurs no waste."

The management of this great railway system, which in reality is nothing more than a large household, employing numerous people and using an abundance of material, has never for a single moment lost sight of this all-important word. This fact is evidenced clearly by the recent drives it has conducted—the "No Exception," "Fuel Saving," "No Stock Killed" and "No Accident" campaigns, as well as several other drives completed some time ago. These campaigns, of course, have but one objective, that of saving or economizing.

During the present period of reconstruction, when everything is unsettled, factories and shops in some cases working less than 50 per cent of their capacity, high prices prevailing for materials, as well as labor, the practice of economy, if applied by all, will do more toward stabilizing conditions and to assist in bringing about the desired results than any other one thing imaginable.

Some may ask: "How can I, in my seemingly unimportant place, save or help to economize?" Regardless of your position there is always something you can offer.

The pumper at way stations may save a few pints of oil in lubricating his pump or a few shovels of coal each month.

Section men may refrain from taking from the track a tie that will give service another year or so and use a few second-hand spikes or bolts, instead of insisting on new ones.

Mechanics and others machining or fitting expensive pieces of materials for application to equipment, etc., can make a substantial saving by exercising extreme care in handling to avoid loss by incorrect measurements, which is often the case in passing articles over their machines.

Car repairers could make a wonderful showing if, in nailing a piece of lumber in its strategic position on a car, they will avoid using a surplus nail per board. A recent instance was called to the attention of car men after a car had passed through the shop; surplus nails were used, or more than were covered by specification, amounting to nineteen pounds. Such practices should certainly be corrected. With the present price of nails, this item alone will mount well over hundreds of dollars quickly.

Station agents and their helpers can accomplish as much as others if they will follow up closely the checking of freight received, to know that it is properly packed for shipment and to see that it is loaded correctly in cars to withstand shocks to which it might be subjected while in transit. This would avoid loss and damage claims, meaning a real saving.

Clerks and stenographers can do their part by conserving in the use of stationery, using old, obsolete forms for scratch pads. Envelopes can often be used the second or third time. Carbon sheets should always be used until the ink is entirely worn off. Pencils may be used completely, by the aid of holders furnished. There is really no limit in this big field for saving in all lines.

Conserving the use of materials in this manner may seem rather trifling to the individual, but when a concerted effort is made by all employes on a system the size of the Illinois Central, with a view of saving everything regardless of its value, the effect will be tremendously large when consolidated.

Economy, of course, is not only applicable to those using materials, but can be extended easily to saving in labor. Conditions can be improved a great deal by increasing ef-

ficiency in daily routine. Seek short-cuts in your work and get the most done in the least possible time. Get out of the old beaten path made by some of your predecessors. Try to put into practice new ideas or methods in keeping with the present time. Lend a helping hand occasionally to those near you. This will get you into the limelight, where your superior will notice you and due recognition will follow.

It may be well to mention or differentiate between "economy" and "parsimony." It is not the intention of the management, I am sure, to encourage economy to the extent of employing the latter word, which implies an "improper saving of expenses." All should know when something they are saving is of advantage.

In purchasing materials—which, by the way, is largely the duty of the writer—every requisition received is closely scrutinized before inquiries are sent out for bids from manufacturers or others engaged in jobbing materials, to know that items are correctly described. When bids are returned they are tabulated and closely examined by buyers before orders are placed, to know that material quoted on is in accordance with specifications, etc. This determined, the order is placed with the lowest bidder, consideration, of course, being given as to quality, source of supply, time of delivery and F. O. B. point. It is needless to mention that thousands of dollars are saved monthly by those handling such orders. Of necessity they must be on the alert in placing business at the proper time and with the most consistent shippers.

It is probable that a large number of employes who handle and use materials on the line have no conception of the amounts purchased and consumed during a 30-day period. It may be of interest to learn that for the present year the purchases of miscellaneous materials per month have averaged approximately $3,500,000, which means, of course, that a like amount of these items is used during the same period.

LEADERS IN NATION'S RAILWAY LIFE

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Executives of the nation's leading railroads assembled for a recent meeting with President Harding at the White House. Left to right, front row: S. M. Felton, President, Chicago Great Western; Howard Elliott, Chairman, Northern Pacific; Thomas Dewitt Cuyler, Chairman, Association of Railway Executives; Alfred P. Thom, General Counsel, Association of Railway Executives; C. H. Markham, President, Illinois Central; Samuel Rea, President, Pennsylvania; Judge Robert S. Lovett, Chairman, Union Pacific. Back row, left to right: Julius Kruttschnitt, Chairman, Southern Pacific; Ivy L. Lee; A. H. Smith, President, New York Central; Hale Holden, President, Chicago, Burlington & Quincy; W. B. Storey, President, Atchison, Topeka & Santa Fe; James J. Davis, Secretary of Labor; General W. W. Atterbury, Vice-President, Pennsylvania.

Patrons Have Good Word for Our Service

Letters to Management Commend Fine Manner in Which Employes Represent the Company

TWENTY members of a Chicago City Council committee, returning from a tour of the Pacific Coast not long ago, used Panama Limited train No. 8 from New Orleans to Chicago. Those in charge made a statement upon arrival in Chicago to the effect that the service received en route from New Orleans to Chicago could not be excelled by that received on any of the other lines used in connection with the entire trip from Chicago to the Pacific Coast and return.

That statement is typical of many of those made by our pleased patrons. The management is continually receiving letters of commendation. A selection wide enough to show the range of comment is presented below. All of these letters were received in the last few months.

From a Railway Official

The following letter to C. M. Kittle, senion vice-president, is from C. B. Hayes of Mobile, Ala., vice-president of the Mobile & Ohio Railroad Company:

"The writer was a passenger on your train No. 4 out of New Orleans, Monday, September 26, en route to Greenwood, Miss

"Our party unfortunately had missed your train the night before; consequently we were about twelve hours behind our schedule for arriving in Greenwood and could not have reached our destination until about 8:30 o'clock Monday night, except for the efficient and accommodating services rendered by your conductor, R. E. McInturff.

"On inquiry of Mr. McInturff to know if there was any way in which we could reach our destination more promptly, he told me that he did not know but that as soon as he finished making his ticket collection he would find out. Without saying anything further to me in the matter, he found that we could save three or four hours by going through Winona, Miss., provided the Columbus & Greenville would hold their train for us some fifteen or twenty minutes. He took the matter in hand with some officer or agent of your company, and in a very little while received information that the Columbus & Greenville train would be held for us.

"It is quite refreshing in these times to come in contact with a man like Mr. McInturff, who not only handles a situation intelligently but leaves one under the impression that it is a pleasure for him to be able to serve a patron of your line."

Rapid Work on Freight

The following letter was received by M. Dorsey, agent at Mattoon, Ill., from George X. Chuse, sales manager of the Chuse Engine and Manufacturing Company of Mattoon:

"Referring to the matter of a shipment which we have just made to Martin, Tenn., and which we were so very anxious to get through in just as short time as possible, I beg to advise that this car left here on the morning of the 27th at 5:30 and arrived at Martin, Tenn., on the morning of the 28th at 8, thus making about 26½ hours en route from Mattoon to Martin.

"This is what we call real service, and we wish to thank you for the promptness with which your railroad handled this shipment.

"You might be interested to note that we shall have another carload for Martin to go forward about the latter part of next month."

Where Telephone Service Counts

The following letter to President C. H. Markham is from R. M. Broaddus, traffic manager of the Marsh & Truman Lumber Company, 601 McCormick Building, 332 South Michigan avenue, Chicago, Ill.:

"So unusual has been the service rendered us in connection with the movement of cars by your Mr. Tenney, on local telephone 281 in C. C. Cameron's office, that we can't let the matter pass without favorable mention.

"We have a lot of emergency cases when it is necessary for us to know the exact location of the car and also to have a quick movement, and it was our good fortune some time ago to get in touch with Mr.

Tenney in connection with just such a case. And, of course, we have been in touch with him ever since.

"When a man connected with a railroad makes you feel that he is just as much interested in your shipments as you are, and takes the same interest in the movement of your cars as you do, then 'delivers the goods,' he is an exception.

"That is the way Tenney takes care of us. He 'delivers the goods.' So naturally, when we know the kind of service we can depend on, we route via the Illinois Central when possible."

Loyalty Won a Customer

The following letter to President C. H. Markham is from B. E. Buckman, president of B. E. Buckman & Company, investment securities, 325-328 Washington Building, Madison, Wis.:

"You doubtless hear many complaints about help, etc., but you will probably be glad to hear a few words said about one of your employes. His name is H. W. Bibb, conductor on train No. 305 out of St. Louis to Paducah. The writer had occasion to use this train recently and was complaining in a joking way to the conductor that there ought to be parlor cars. He took particular pains to show me the good qualities of the Illinois Central, its right-of-way, roadbed, etc., in such a convincing manner that he made a good customer out of me. Services like this and loyalty to the company should be called to the attention of the proper official, and I take great pleasure in doing so."

Pleasant Recollections

The following letter to E. H. Baker, supervisor of passenger service, is from S. Valentine Saxby, secretary of the Commercial Club of Hibbing, Minn.:

"I wish to convey to you my sincere thanks for the deep interest which you personally and your company took in the trip made by the secretaries to New Orleans. You can rest assured that every secretary took home only the pleasantest recollections of the service rendered by your employes. At any time in the future should I contemplate traveling in your vicinity, I shall not fail to advise you."

Says It With Verse

E. Andris of 207 West Union street, Marion, Ill., "The Drummer Poet," gives his opinion of the Illinois Central System in verse. Mr. Andris has traveled about 250,000 miles in the last thirty years, and about 75 or 80 per cent of that travel has been over the Illinois Central System. In all that time, he says, he has been on only two Illinois Central trains that got a wheel off the track, and in neither case was anyone injured or any material damage done. Mr. Andris' verses, as sent to Superintendent W. Atwill of the St. Louis division, follow:

I have used the I. C. R. R.
From the Gulf up to the Lakes;
I have seen the sweet magnolia bloom
Out through the swamps and brakes.
When you're out just for a frolic
Or for sights, and you wish to roam,
Take a trip along the I. C. Road
And leave your cares at home.

For safety and convenience
And comforts large or small,
There's none can beat the old I. C.
In winter, spring, or fall.
When winter's blasts are raging
You can southward wind your way,
Or when the sun gets blazing hot
To lakeward you can stray.

You can cross the Mississippi
And Big Muddy as you go,
You can see the Cache and Okaw,
Illinois and Ohio,
The Saline and old Crab Orchard,
Middle Fork and Drury Creek,
And the names of other rivers
We might spell but could not speak.

As the rivers, so the cities,
I could name them by the score;
But my thoughts, they now are waning,
And I can write no more.
But this is my conclusion,
Which experience will show:
The old I. C., where e'er you be,
Is the safest way to go.

Service to Injured Man

The following letter referring to Flagman E. C. Brennan of the suburban service at Chicago is from Harry H. Frazer, a patron:

"August 24, 1921, I was hurt at 62nd and Dorchester and took the 5:09 p. m. train out of the city to Harvey. I got on the train at 63rd street. Were it not for the flagman, I don't know how I ever would have reached Harvey. He offered to get a doctor at Kensington, but I said 'No'; then when we got to Harvey he pretty nearly carried me off,

and from there Mr. Beck took me home in the ambulance. From what the fellows say I think the flagman's name is Brennan. But if all trainmen were as thoughtful of the passengers as Mr. Brennan, you surely would have a wonderful service, and he, above all, as I can see from his actions, is a perfect gentleman."

Out of Bed to Serve Patron

The following letter was addressed to Vice-President L. W. Baldwin by F. C. Dougherity, Hotel Henry Watterson, Louisville, Ky., who signs himself "always your patron":

"While riding on one of your trains the other day between Carbondale and Paducah, I happened upon one of your *Illinois Central Magazines,* and in reading it over I noticed several write-ups given to employes holding various positions on your system for their excellent service given to the public. I will have to acknowledge that in all my travel I have never received any better treatment than I have on the Illinois Central.

"There is one place I have in mind at present that will be hard to beat anywhere for good, quick and courteous treatment, and a place where you can always look for a smile and a 'thank you,' at least this is how I found it, and that is your ticket office at Princeton, Ky.

"While in Paducah I asked the ticket agent the name of the young man selling tickets at Princeton in the daytime. He informed me that it was young Mr. Blades. To be sure of this before writing, I dropped off your fast train No. 102 on my way to Louisville to see if the same young man was in the office who was there when I previously passed through and to see if the name was correct. I found that it was.

"Here is the experience I had with this office at Princeton, and I think that the Illinois Central should be proud of the fact that it has such a confident young man to hold this position. Without a doubt he is one of the best I have seen anywhere on giving off-hand information in regard to rates, train connections and service.

"Some few weeks ago I received a telephone message that my sister in New York was very low, wishing me to come on the first train. I was at Hopkinsville when I received this message, and I left on the first train, arriving at Princeton at 9:15 p. m. Going to the ticket office, I found it closed. After talking to the porter I found out that the night ticket man did not come on duty until 1 a. m.

"Being tired and worried over my sister's condition, I wished to buy my ticket and check my baggage, so that I would not have to bother with it at train time, also allowing me more sleep; so I asked over at the hotel who the ticket agent was and where I could find him. I was told by the clerk to call young Mr. Blades, that probably he would come down and sell me my ticket.

"I called him at 10:15 p. m. and found that he had retired for the night. After finding this out, I insisted that he need not come and put himself to so much trouble, but he informed me that it was all right and that he would be glad to accommodate me. In about fifteen minutes he was on the job with a smile, and not more than ten minutes later I had my ticket through to New York. He also checked my baggage, as the baggage man had not come on duty, and in turn called Paducah to get me a reservation to Louisville and then got me one from Louisville to New York, getting both for me in record time.

"I think that if some of the other employes would look at this young man's interest in his work and example of service and accommodation, the Illinois Central could never be beaten in service and efficiency. As for me, I shall always remain a patron and booster for the Illinois Central Railroad.

"I think that this young man should be commended for this excellent service. I expect to tell him in person when I get back down that way just how much of a burden he lifted off my shoulders that night."

Had an Enjoyable Trip

The following letter to President C. H. Markham is from H. M. Van Auken, secretary of the Chamber of Commerce, Mason City, Iowa:

"I want to express to you my deep appreciation of the many courtesies and kindnesses extended by the Illinois Central Railroad to me, as well as the other secretaries who made the trip to New Orleans and return over your road.

"E. H. Baker, your representative, was surely solicitous of our comfort and welfare while on the trip. We enjoyed his company very much, I assure you.

"The service was good, the accommoda-

tions were good, the equipment and its handling were good, and so altogether we had a most enjoyable trip."

Proper Re-Routing Appreciated

Agent F. B. Wilkinson, Jackson, Tenn., recently wrote as follows to Superintendent C. R. Young at Fulton, Ky.:

"The following letter from the H. W. Johns-Manville Company refers to a shipment which their St. Louis branch, through error, marked and shipped to Jackson, Tenn., when it should have gone to Jackson, Miss. We understood through their local representative, Mr. Herndon, that they had a force of men at Jackson, Miss., waiting for the material; so we loaded it, together with some other Jackson, Miss., and beyond freight, in a banana refrigerator and moved it on a through train to Jackson, Miss., and wrote them on October 12 what we had done. We were glad to favor them, and it seems they appreciated the courtesy."

Their letter follows:

"We wish to thank you for the very first-class and efficient service you rendered in re-routing the material shipped from St. Louis to Jackson, Tenn., in error. We sincerely appreciate this courtesy, and assure you that it will be a pleasure to divert our business in your territory over your lines, whenever possible."

Bankers Appreciate Our Work

The following letter to President C. H. Markham is from Barrett Wendell, Jr., chairman of the Central States group of the Investment Bankers' Association of America, 111 West Monroe street, Chicago:

"As chairman of the Central States Group of the Investment Bankers' Association, I wish to express to you on behalf of the group our sincere appreciation and thanks for the unusual service given to us in providing for our special train both going to and returning from the annual Investment Bankers' Association of America's recent convention in New Orleans last week.

"From the standpoint of equipment, service and courtesy, the Illinois Central Railroad and its employes achieved a most unusual success, which will long be remembered by those of us who made this trip. Unusual efforts were put forth by your company in giving us special schedules and in changing hours of departure, etc., to meet unexpected conditions which arose. We thoroughly appreciate that such acts, affecting as they did the operation of a great railway system, were the strongest possible evidence, not only of your ability to cope with situations as they arose, but also as to the willingness of your entire organization to serve the public.

"The entire handling of this situation, in our unanimous opinion, was so unusual that we feel it merits our especial thanks through you to those who performed this service for us. We wish especially to comment on the untiring attention and resourcefulness shown by Mr. McEvilly, of your city passenger department, in meeting our requirements prior to and on the entire trip."

Enjoyed Bankers' Trip

J. Herndon Smith, of Smith, Moore & Company, 509 Olive street, St. Louis, adds his personal thanks to those of the investment bankers' officials in the following letter to President C. H. Markham:

"I have just returned this morning from a trip to New Orleans, attending the Investment Bankers' Association's meetings, and want to compliment you on the excellent service given us on your road, both going and coming, and on the splendid condition of the property. I want particularly to commend your dining car service, and especially the service given us on the Panama Limited leaving New Orleans on November 2.

"I was much interested in your article on the bill of fare in regard to opportunities for young men in railway service, and I think you are to be congratulated on showing this to the young men, so many of whom are now inclined to go into every other industry except railroads."

WILLIAM BEVEN DIES

William Beven, father of J. L. Beven, assistant to the senior vice-president, and Trainmaster C. T. Beven of the New Orleans Terminal Division, died in New Orleans, December 16, at the age of 72. Burial was in New Orleans. The senior Mr. Beven was a pensioned locomotive engineer. He was retired from service December 31, 1918, with a pension record of 48 years and 6 months of total and last continuous service. Mr. Beven began railway work in 1866 at the age of 17.

Hospital Department

How to Avoid Colds

THIS is the dangerous season of the year for sickness. Which would you rather do—exercise a reasonable amount of care in protecting the good health which you have, or unthinkingly let down the barriers and let in one of those insidious "colds," thus laying the foundation for subsequent sickness and ill-health?

Statisticians tell us that sickness has steadily been increasing during the last forty or fifty years throughout this particular season, simply because we are too careless to use the brains given us and to dress properly.

Change the outer clothing to suit the weather!

Ride one of our trains and observe the passengers—the majority sit in the coach with their out-of-door clothing on, instead of removing it upon entering. Result: they take "cold" and calmly blame the "overheated" coaches, which are standardized to 70 degrees.

Authorities agree that the best degree of health is maintained in a temperature of 70 degrees. That is why humanity tries to adapt itself to the changing temperatures by changing climates or, if financially unable to go South, by changing the outer garments.

Change the outer clothing to suit the weather!

A person catches "cold" more quickly in a poorly ventilated and overheated room than in an enclosure which is well ventilated and heated to seventy degrees Farenheit. The skin should be given the chance to breath freely and without danger to itself or to the heat-regulating apparatus in the body. This means keep out of overheated rooms and those which are poorly ventilated, both at home and in public places, if you would do justice to the finely adjusted machinery with which the body is equipped.

The reason that "colds" are dangerous is that the body resistance is lowered and the start of some more serious trouble is fostered. Consumption, pneumonia, rheumatism and pleurisy may gain a start in this way. Is it not therefore better to guard against "catching cold" than to fight a serious disease which results from lack of such precaution?

Change the outer clothing to suit the weather!

Increase the resistance of the skin itself by keeping it clean by frequent bathing, always following a warm bath by the application of cold water to the skin surface and then by friction with a rough towel. Each morning apply cold water to the chest and neck—followed by vigorous friction with a rough towel.

Now for the underwear: Heavies for the out-of-door worker and full-length mediums for the inside worker, these to be taken off at night and a suitable change worn during the sleeping hours, which should be passed in a room which is well ventilated by opening the windows.

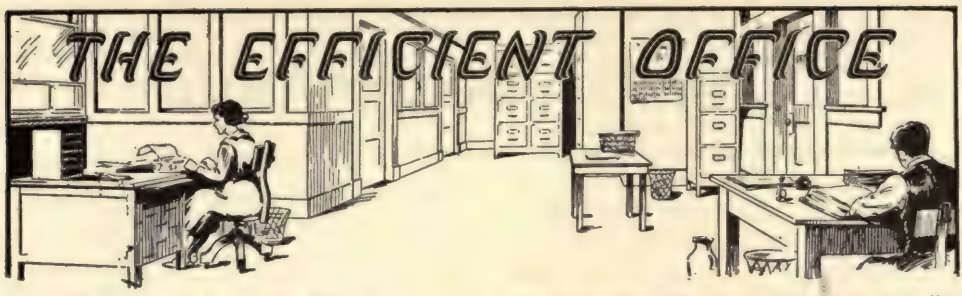
Dress in the morning in a warm room, for it is of vital importance that the skin does not become chilled.

Outer clothing: Whether summer or winter weight clothing is worn is not essential. The really important point is to avoid changing temperatures by putting on outer garments when going out-of-doors and by removing them when coming indoors.

Change the outer clothing to suit the weather!

DECORATED BY FRENCH

Information has been received that Miss Byrd W. Hamblen, in our general eastern agent's office, New York, has been decorated by the French government, through its consul general at New York, with the *Médaille de la Reconnaissance Francaise.* This high honor has been conferred upon Miss Hamblen in recognition of her splendid work as secretary and treasurer of *Le Paquet du Soldat,* an organization for the relief and care of French soldiers during the war, and as president of *Le Paquet De L'Orphelin,* which has aided in the relief of French mothers and orphans since the war. Miss Cora E. Fish, in the general freight department, Chicago, was the western secretary of the first-named society during the war, and through her many of our Chicago young women employes had an opportunity to help French soldiers by writing letters of cheer and sending articles for their comfort.



Carbons on Irregular Forms

Forms for reports, etc., when run off on the hectograph, duplicator, mimeograph, multigraph or other duplicating machines are usually irregular on the sheets, and this handicaps the stenographer in putting in carbons and getting the figures in the right place on his carbon copies. By taking a pin, and selecting a certain point on one side of a page (such as the center of an "O" or other letter) on each copy he desires to make, and doing the same with some other letter on the opposite side of the page, the stenographer will be able to get the proper alignment on all his copies. Of course, the top edge (which slips in the typewriter) may be very irregular, but by placing a large envelope over the end of the sheets the stenographer will find it easy to slip them through the machine, and have all his copies filled in in the proper place.—*Superintendent's Office, Fulton, Ky.*

Removing Carbons After Use

In making several copies of reports and letters, especially when the form is bound at the top, stenographers sometimes find it difficult to remove the carbon, after the copy has been made, without tearing all the sheets apart. By cutting a small corner off of the carbon paper, you can easily grip your form at this point and remove all the carbons without disturbing the copies.—*Superintendent's Office, Fulton, Ky.*

Handling the Files

As stated before, filing will help correspondence considerably, if it is properly done. However, many clerks who handle correspondence will retain a certain file in their drawers for further reference, causing considerable delay to the file clerk in locating it when it is wanted by another person. If more information is desired, and has been requested, why not hand the material back and have the file clerk put it in the "suspense," or open file, where it can be referred to without trouble?—A. Dykstra, *Chief Clerk, Locomotive Department, Burnside.*

Stationery Book

Take one of our standard, Form 642, linen-back books; cut six sheets to the width of one and one-half inches; leave the seventh sheet full width; repeat this operation until sufficient sheets are allowed for the listing of every form used by the department installing the book. List in numerical order form number and description on the full-width sheets, divide the 1½-inch sheets into two ¾-inch columns, heading one "On Hand"; the other, "Wanted." Then run through your stock of stationery, filling in the column headed "On Hand." With this information the column "Wanted" can be readily filled in. Requisition Form 370 is then compiled from the book.

Six of the narrow leaves, with a requisition each sixty days, affords the space necessary for twelve months' use. Our experience thus far is that the book saves time, prevents ordering excessive supplies, and insures ordering enough for sixty days' requirements. If you have a better scheme, tell us about it; if not, give it a trial—S. F. Lynch, *Chief Clerk, Vicksburg, Miss.*

Statements

We receive from time to time a large number of printed, hectographed and mimeographed circulars containing system statistical data of great value. In order to provide the best use, they must necessarily be readily accessible. We assign a number to each and have them indexed. When they are wanted, we turn to the index, obtain the number, and then get them from the large metal file boxes in which they are filed in numerical order.—W. F. McDuff, *File Clerk, Vicksburg, Miss.*

Law Department

The End of a Blindfolded Mule

The supreme court of Mississippi has just reversed and remanded the case of *Payne, Director General vs. Hamblen,* appealed by the Director General from the circuit court of Madison County. There was a recovery in the lower court for $175, which was the jury's estimate of the value of a mule killed in the night time by a passenger train of the company running 45 miles an hour through the open country. The engineer testified that he had an electric headlight, which was shining brightly, but that he could see an object no larger than a mule only within 250 feet, and that he could not stop a train running 45 miles an hour within that distance.

The court held that in the open country it was not necessary for a train to run so slowly that it could be stopped after an object appeared on the track within the range of the engineer's vision. The case is an important one, since it makes clear that certain observations of the Mississippi court in previous cases apply only where trains are running through a municipality or along a piece of track where pedestrians may reasonably be expected.

The case is of note further because the court finds that, under the testimony, the mule appeared upon the track with a sack over its head. This sack was found on the pilot of the engine. Two holes had been cut in the sack for the mule's ears, but whoever put the sack on the mule failed to cut any holes for the eyes. Judge Holden used this language in the opinion:

> While it is not material to a decision of this case, we have not overlooked the undisputed testimony of the engineer and firemen with reference to the sack that was on the mule's head at the time he was struck. It does not appear who it was that cut the earholes in the sack and fitted it over the mule's head, but it was done evidently for the purpose of blinding the mule for an unworthy motive. It endangers the lives of the persons on the train to strike a large animal on the track, as it sometimes results in derailment of the train. If the animal in this case had been able to see the train he probably would have got off the track uninjured. To say the least of it, the remarkable fact of the mule's appearing blindfolded upon the track is enough to excite reasonable suspicion in the premises.
>
> The judgment of the lower court is reversed, and judgment entered here for appellant.

It is obvious from this decision that a mule that blindfolds itself with a sack and wanders on a railway track in Mississippi will hereafter be considered as guilty of contributory negligence as a matter of law.

When the Law Set Lawyers' Fees

One of the delicate and difficult questions which the general officers of the law department, as well as the district attorneys, are called upon to decide is: What fees shall be paid to our local attorneys in those cases where they are compensated on a fee basis?

E. H. Ratcliff of Natchez, a prominent citizen of Mississippi and our local attorney for several counties in his part of the state, sends us a reference to an act of the Mississippi Legislature, passed in 1822, fixing attorneys' fees according to a schedule, which reads:

For prosecuting or defending a suit in the supreme court	$16
For like services in a circuit court	10
For prosecuting or defending a suit in chancery	16
For like services in a county court	5
For prosecuting or defending a real or mixed action, in supreme or circuit courts	20
On each appeal from the decision of a justice of the peace to the county court	5

However, the next session of the legislature, conceiving that these fees were out of all reason, excessive, extortionate and oppressive, amended the law so as to provide fees according to the following schedule:

For prosecuting or defending a suit in the supreme court	$8.00
Like service in a circuit court	5.50
Prosecuting or defending a suit in chancery	8.00
Like service in a county court	3.00
For prosecuting or defending a real or mixed action in supreme or circuit court	10.00
On each appeal from the decision of a justice of the peace to the county court	3.00
Prosecuting or defending an appeal from a justice of the peace to the circuit court	3.00

While this law was repealed long ago, yet it furnishes a very good idea as to the estimate which the members of the legislature put upon the services of attorneys in the early days of Mississippi. We are not insisting, however, that in all cases this schedule shall be applied to the services of our attorneys.

Traffic Cop Needed at Crossings

A novel contention was put forward by the plaintiff in a recent case against a railroad other than the Illinois Central, reported by

R. M. Barnes of Lacon, one of our local attorneys for Marshall County, Illinois.

It appears that the plaintiff was the driver of an automobile which ran into the side of a moving train at a street crossing in broad daylight, where the view was unobstructed, enabling the driver to see for as much as a quarter of a mile up the track. The plaintiff, being otherwise hard pressed for a theory, invoked the provisions of Section 33 of the Motor Vehicle Law of Illinois, approved June 30, 1919, which provides:

All vehicles traveling upon public highways shall give the right of way to other vehicles approaching along intersecting highways from the right, and shall have the right of way over those approaching from the left.

The plaintiff insisted that he was approaching the railroad from the right, and, since the railroad was in a sense a public highway, it was the duty of the engineer to yield him the right of way, stop the train and permit his motor car to pass.

Undoubtedly this contention has the merit of originality, if not ingenuity. The trial judge, however, declined to adopt this view and eliminated this ground of recovery from the consideration of the jury.

Danger in Lending a Motor Car

Henderson, Fribourg & Hatfield, our local attorneys at Sioux City, Iowa, are struggling with a rather novel question arising under the law of Iowa. They represent the owner of a car who lent it to his brother, a young man who had attained his majority. This brother used the car, a sedan, in entertaining some of his women friends. While thus joyously occupied, the trusty car struck and seriously injured a pedestrian. Suit was brought against the owner of the car, under a statute which provides:

Sec. 12. Motor vehicle operation under 15 years of age—responsibility for damage. No person under 15 years of age shall operate or drive a motor vehicle by permission from the owner of the car unless such person be accompanied by a person of mature years and in all cases where damage is done by any car driven by any person under 15 years of age and in all cases where damage is done by the car, driven by consent of the owner, by reason of the negligence of the driver, the owner of the car shall be liable for such damage.

The district judge interpreted this statute to apply to all cases where the owner of a car lends it, even though the lendee is more than 15 years of age. He sent the case to the jury under instructions so declaring. The jury promptly rendered a verdict for the plaintiff, and the case has now gone to the supreme court of Iowa. If the decision of the lower court is affirmed, it certainly will be a risky business for a citizen of Iowa to lend a car to a friend. The outcome of the case will be awaited with interest.

Under the Carmack Amendment

F. M. West, our active and efficient assistant local attorney at Jackson, Miss., who has charge of all freight claim litigation for the company in Hinds and Copiah counties, calls attention to the case of the *Yazoo & Mississippi Valley Railroad Company vs. Norman*, 125 Miss. 636, which Mr. West thinks will be of interest to such of our local attorneys as are called upon to defend cases under the Carmack Amendment.

Mr. West states the matter as follows:

The plaintiff consigned to his own order two cars of tomatoes from Utica, Miss., to Effingham, Ill., via the Y. & M. V. as initial carrier. The shipment was delivered to the Illinois Central at Jackson, Miss. The shipper applied to the agent of the latter company at Hazlehurst, Miss., and requested diversion to Pitcairn, Pa. New bills of lading were accordingly issued by the Illinois Central in lieu of those originally issued at Utica.

After the cars were delivered to the carrier between Effingham and Pitcairn, the shipper applied to the soliciting freight agent of a connecting line, stationed at Hazlehurst, for diversion of the cars from Pitcairn to Pittsburgh. Bills of lading were accordingly issued by the connecting line upon request of the soliciting freight agent. Damage to the shipment occurred upon the connecting line. Suit was brought against the Y. & M. V., under the Carmack Amendment, as initial carrier.

The plaintiff recovered judgment in the trial court, but upon appeal the Supreme Court held that the initial carrier was not liable, since the plaintiff had made new contracts with the connecting line, to which contracts the defendant was not a party, holding that the initial carrier had complied with its contract when it delivered the shipment at Effingham.

IN OLD POSITION

Effective December 1, W. E. Hoyt resumed his position as division storekeeper at Water Valley, Miss., vice J. W. Cockrill, assigned to other duties.

Better Babies

By HORACE

Complete in This Issue

THERE'S no getting away from the fact that our modern world needs fixing in a lot of ways. Everybody who gives the matter a thought is ready and willing to admit it. From the tall-domed scientific savants to the long-whiskered know-it-alls who foregather around the stove in Hicks' Store of winter nights to cuss the present administration, they'll concede you the contention that everything's gone to the bally bow-wows. It is time therefore that some cool-headed and far-sighted person took charge of this bootless wrangle and offered a solution to satisfy each one of the hundred and ten million disputants.

So I've decided to emerge from my hole long enough to dispense the right dope to all hands. It cuts no ice with me what group or faction you happen to be hobnobbing with today. Capital or labor, wet or dry, optimist or pessimist, pro or con, hit or miss, man or mouse, you're faded. My remedy gets right at the heart of this proposition, gentlemen—and you, too, ladies. It begins at the beginning. To reform and rehabilitate the shattered wreck of civilization as we now see it we've got to reconstruct the human race. And the way to do that is to start with 'em the minute they're hatched. Ancestry is nine parts assumption and one part bunk. Heredity is mostly fallacy. Environment and training are all important.

The ancient Greeks sought to breed a perfect race of men and women. If the accounts that have been handed down to us can be relied on, they made a good showing for a while, but where are they now? Just lately, comparatively speaking, the Germans evolved a race of super-men, if you swallowed their merits as advertised. But when the goods were delivered they somehow failed to come up to specifications. There was a screw loose or a part missing or something. They apparently left out some trifling detail that was most essential.

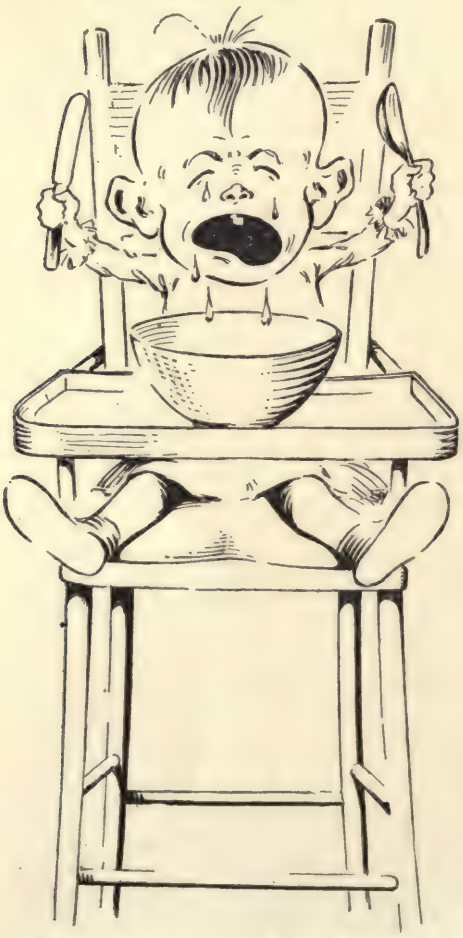
It's up to us in this country to correct all minor errors in our manufacture. It's an impossible task to undertake to work over our present stock of completed product. The men and women we have on hand now we'll have to use as temporary makeshifts. We must devote all our energies to the proper up-bringing of the small fry. It has been said the best authority on the care and training of children is a childless spinster. That's just another mistaken idea of an ivory-turreted school of thinkers, similar to the notion that playing with toads causes warts and that a rooster's crowing on the front porch is a sign company's coming. Nothing to it, in fact. An unmarried woman may have all the enthusiasm and conceit and confidence in her own judgment in the world as regards raising prize-winning babies, but at best her knowledge is wholly theoretical. And when it comes to theoretical matters you want the best brand on the market, and here it is, gathered at great expenditure of time and effort, boiled down to a sweet syrup and presented in plain print.

Your present informant doesn't intend to wax scientific in this paper for all of his ability to do so if he felt in the humor. He who pens these trenchant sentences has dabbled a lot in the heavier-than-air branches of human knowledge and could, if he felt so disposed, discourse glibly of biology, ethnology, pathology, eugenics, psycho-therapy, astrology, normalcy, astronomy, Deuteronomy—and a long list of isms. But that would necessitate digging into different books and stewing around to beat the band. If you want that sort of thing, go dig it out yourself.

This will be a plain, practical, commonsense discussion of a live subject. We'll take the ordinary, average baby—not the isolated and exceptional child born in some royal palace, nor yet the nameless foundling spawned in some squalid hovel—merely the every-day, lusty, sound-lunged, sturdy, American babe born in the land of the free and the home of the brave with the heritage of all the ages his for the asking, right or wrong our country still, and three cheers for the grand old flag! We'll take this

aforesaid youngster, I say, at the moment of his advent into our disorganized and slightly disfigured social and political economy and map out a properly balanced and sensible course of care, discipline, feeding, and all that sort of thing. We need some kind of uniform system in this process of propagating a new generation of world-beaters.

First let us take it for granted that press notices have been sent to the local newspaper announcing the arrival in your home of the unparalleled little stranger. Of course, if the little paragon chances to be the fifth, tenth, or some such number in the immediate sequence of arrivals of this kind, his press notices won't be very elaborately extensive—indeed, they may be wholly taken for granted. But well, anyhow, let's say that ducky little Dolbertus or Amethystine, as the case may be, has made his or her appearance. The blessed tiny is clothed and in its right mind, to all intents and purposes. Mamma and Papa are both convalescent, or at least resigned to the inevitable. The babe is born and must needs be accepted and provided for henceforth, regardless of how many others in the household are constrained to readjust their daily way of doing, or find themselves—ah—inclined to step lively.



A baby's motto is "I'll tell the world!" and he lives up to it.

A baby doesn't concern himself about your affairs; he has problems of his own.

During the first three months or so of life on the earth plane, a human infant requires three main physical considerations, namely: food, clothing, sleep. If the youngling is of the male sex he goes on requiring food in an ever-increasing quantity, quality and variety until he finally expires of enlargement of the liver or fatty degeneration of the head, or something, at the age of three score and odd. If the little one is a girl, she demands clothes, and more clothes, and so on. If it happens to be born in Philadelphia, sleep, etc., etc.

Let us touch upon each of these essentials in turn. Beginning with—

Sleep

A new-born child will actually sleep pretty much all of the time it isn't feeding, crying, crowing, hic-coughing, or merely meditating upon the cursed combination of diabolical circumstances that has placed it in such a humiliating position, as it were. Babies have a way of meditating aloud; so don't be alarmed if yours thinks in accents that make the windows rattle. A baby's motto is "I'll tell the world!" and he lives up to it. But of course the darlings will sleep occasionally, even if the message to the public at large is momentarily deferred. Regularity as regards the sleep question is important in a way, but by no means a vital matter. Let baby use his own happy judgment to a certain extent. Any time he elects to drop off for a cut-nap—even if the hygienic books, and the school board's director of hygiene, and the district superintendent of infant welfare, and what not, all say it's an off hour—let him snooze. Gracious goodness, yes!

A normal baby will generally wake up fairly early in the morning of its own accord. No use tieing up money in an alarm clock to rouse him. The time of awakening isn't necessarily the same in all cases. It

will vary appreciably, you'll find. One baby will awaken shortly after midnight, and another shortly before, and so on, any old time between curfew and the following noon. If your particular specimen should happen to be asleep at feeding time, you can do either of two things: Arouse the little fellow or shoo everybody out of that part of the house, treading on tip-toe and breathing breathless "hists!" to those who dare move a wheel in their heads. If you elect to arouse the infant, the responsibility is yours. I can only suggest that you'll do well to go about it gently. Don't start anything you might not be able to stop.

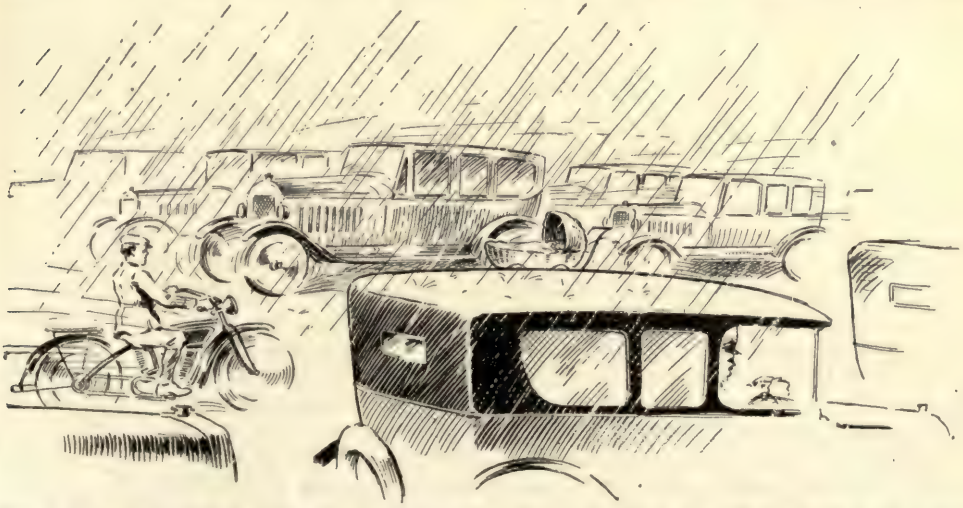
When a tot is two or three months old it will frequently sleep a little while in the forenoon and maybe in the afternoon as well, if it chooses to do so. If, after a couple or three hours of singing lullabies and walking the floor and rocking and "trot-trotting to Boston," your baby seems wakeful, you are safe in suspecting that it isn't sleepy. Here is one hard and fast admonition.

Never let a young baby sleep in a perambulator parked in the middle of a street where automobile traffic is congested. Especially when it is raining or snowing hard. The little dear might catch cold.

Ordinarily the baby should be made ready for bed along about 5 o'clock in the afternoon, or 6 o'clock, if you prefer round numbers. Spend a pleasant hour getting him soothed and quieted, avoiding all uproarious hullabloo and disconcerting noises or movements. Baby's eyes and ears are keen and alert. And never lose sight of the fact that a baby loves the sound of its own voice. Some of them never lose that fond emotion in after life. Washington, D. C., is full of 'em. Getting back to the theme—somewhere about 10:30 or 11:45 o'clock that same night, if you have good luck, your infant should be sleeping like a saintly cherub—unless he should develop symptoms of the colic. Colic—but that's something else again. Colic comes under another scientific classification —aerodynamics—and is apart from this paper. I could a tale unfold whose lightest word—but let be.

Baby may awaken two—or two times two —or more times during the hours when all honest, daytime-toiling folks are supposed to be sound asleep. Don't be alarmed if he yells lustily every time. He has no way of knowing you don't care for his voice. He thinks it sounds great. Besides, would you want him to be a mute? A young child may be trained to lie on his side or back, or even his tummy, while asleep if the trainer uses care and patience. Don't get rough. If you change a baby's position while he is asleep and he rears up with his face all flapped open and a series of ear-splitting sounds spraying forth which can be heard downstairs six blocks away, don't blame me. Blame Bill.

To summarize in a general way as pertains to baby's sleep, do the best you can under all circumstances. It is a good all-around rule to let sleeping babies lie. And keep calm



Never let a young baby sleep in a peramulator parked in the middle of a street, where automobile traffic is congested. Especially when it is raining or snowing hard. The little dear might catch cold.

whatever happens. If your baby insists upon sitting up in bed from 12 midnight until 5:45 a. m. practicing the words "da-da," "mum-mum," and "oofty," with occasional accompaniments of Indian war-whoops and college yells, don't lose your sedate equanimity. Bill's folks and your folks, too, probably went through the same delightful experience. Unruffled and calm's the idea.

Serenity sidesteps wrinkles. The next important essential is—

Clothing

A baby fed on proper food (see farther on) will be found to require certain conventional articles of apparel. It should be borne in mind, however, that clothing is, to a great extent, pretty much a concession to the conventions, after all. It depends largely upon where you are and when you're there as to what you're supposed to wear. In the vicinity of the equator, clothes are a minor problem consisting of a nose-ring and a carefree disposition, as a rule. In our more inclement climate, we have adopted a general plan or scheme of dress which fluctuates considerably with the changes of seasons, styles, state of exchequer, age, sex, vocation, and such like. It is still the custom to wear clothes in the ordinary walks of life in this latitude. Beaches and ballrooms permit more or fewer modifications, but there are a few old-established, set regulations that hold good. For example, the tail of a man's shirt is supposed to be kept tucked inside his pants. There's no special reason for it that I know of, except that it's the custom. Try going downtown some beautiful June morning with your shirt-tail flowing free like the skirts of a coat, and see what a sensation you'll create. I'll bet you the bevo you haven't the nerve to do it.

A baby's clothing, no matter how expensive each tiny garment may be, should be fashioned along simple lines. No use cluttering up an infant's little body with feathers and furbelows and jewelry and millinery, or haberdashery, as the case may be. That sort of thing is rank nonsense. Dress the baby in silks or flour-sacks as you see fit, but let the garments be fashioned on a simple design. Certain items of apparel are requisite, such as bands, diapers, shirts, petticoats, dresses, and *robes de nuit*. The last is a little dash of elegance on my part in speaking of a nightgown. The number of garments, quality and cut of material, and such matters will no doubt depend upon its parents' Bradstreet rating, social aspirations, charge account, or what the neighbors bring in, as the case may be.

A good general rule to go by is: Dress the baby in whatever Providence, its father, its mother's parents, or the welfare board has provided. Here is one "don't" to remember: Don't fasten its clothes on with needles, with common sharp-pointed, stickery pins, or with shingle nails. A baby has a right to choose his own time about getting stuck up—judgment!—and remember a small baby's mouth is the only place he knows of to put things into that he finds floating around loose. His mouth is his treasure chest, and all is grist that comes to his mill.

A little discretion should be exercised about dressing a baby warmly in winter and coolly in summer and so on. The writer is willing to grant all the latitude you like, and longitude, too, in regard to style and texture of your child's raiment. Go as far as you like. Employ a nurse, six nurses, if you can afford it. But look to it every now and then to make sure that your baby is getting something to eat.

A baby needs food in order to grow into the splendor of marvelous manhood or womanhood we're aiming for at this particular time. Which brings us to the item of—

Food

In the good old haphazard days of whilom and erstwhile, young babies were pretty generally reared on mother's milk. An idea prevailed that no other form of sustenance was needed during the preliminary stages of the youngster's career. This notion yet exists in various parts of the country where old-fashioned customs survive in spite of all cults, boards, committees, and societies to promote the expert up-bringing of children notwithstanding. I, myself, personally, do not snort around and get red in the face about this particular detail of baby-propagation. Some of my distinguished brother scientists insist that mother's milk is not the baby's proper dietary element. A few go so far as to denounce mother's milk as an insidious toxin, a slow poison, almost if not quite so harmful as broken doses of cockroach paste, but I am more liberal. During my long and checkered experience as an investigator of the phenomena of child-growth I've run across several husky specimens that

had apparently thrived on the aforesaid slow poison.

So if you, ma'am, feel like assuming all responsibility in the premises, you have my hearty endorsement. If you're willing to take the risk of carbohydrates and vitamines and ptomaines and calories, to say nothing of starch, grape-sugar, curds, and potassium salts, why I should worry. However, I shall append a bit of timely advice to those who subscribe to artificial and scientifically proved methods of feeding infants. In my morning mail recently, along with the latest quotations on storage batteries, tires, oil stocks, player-piano music, etc., I received an illuminating booklet from a kind of society or something which maintains a scientific laboratory somewhere in the East and conducts extensive researches and experimentation along the lines of baby foods. I read the pamphlet through with a great deal of interest.

Twenty Years Old: Nibble's Food with—ice water to cigarettes. In short, the child is now dietetically launched.

It seems that these investigators have stumbled on something which they freely admit is the ideal baby food. And they've taken the pains to describe their discovery so plausibly and beautifully that it impressed even a dour old philosopher like me. Although scientists from the word go, with their eyes on the high goal of a bigger, broader and better humanity, these devoted men have gone to the trouble of manufacturing their product and placing it on the market within the reach of all at a small cost per helping. I take pleasure in quoting from the treatise sent me:

"What is the perfect food for Precious Sweetie? Ah, staid old science has solved that perplexing question for us, and the answer is ready. Nibble's Food for Infants is the one thing that fulfills every requirement for the nursing baby.

"The first year of a child's life is most important. Health, strength, vigor of body and mind are being founded and nourished for the future. Bones, teeth and hair, necessary adjuncts to the individual in after years, are formed and developed. Nibble's Food is chemically compounded for this emergency. Dissolve it, add certain other elements according to directions, and introduce the result into the delicate stomach. Everything has been worked out for the average, or common garden variety of, parent. No need to bother about diastase, maltose, dextrin, protein, saliva—all those things are eliminated or provided for beforehand.

"Nibble's Food is supplied ready to serve. The most wool-gathering blunderer will have hard scrambling to go wrong. Merely follow the plainly printed chart of instructions. Nibble's Food is advertised by its gratified friends. Never lift a growing child by the hair or ear. If your baby is taken dangerously ill, call a physician. Nibble's Food is supplied in two sizes, large and small.

"Schedule of daily diet recommended for children at various ages:

One Week Old

Nibble's Food and milk.

One Year Old

Nibble's Food and milk.
Nibble's Food, milk and egg.
Nibble's Food, milk, egg and bread.
To Nibble's Food may be added any of the following: bread, stale bread, pumpernickel, but not pretzels, crackers, biscuit, porridge, the ninety and nine kinds of breakfast cereals, beef, chicken or mutton broth, but not Irish stew, macaroni, spaghetti, prunes, but not hash.

Five Years Old

Nibble's Food with bread, butter, preserves, jellies, jams, cake, pie, candy, ice cream cones, bacon rinds, raw vegetables, pot liquor, most meats, fruits, cereal, and ditto above.

Eight Years Old

Nibble's Food with hard-boiled eggs, puddings, pastries, sweets, gravy, molasses, omelet, cookies, baked ham, baked squash, and ditto above.

Ten Years Old

Nibble's Food with string beans, boiled cabbage, corned beef, licorice drops, all-day suckers, dried herring, stewed turnips, green apples,

turkey and dressing, cranberry sauce, and ditto above.

Sixteen Years Old

Nibble's Food with hot cornbread, sauerkraut and wieners, corn on the cob, canned tomatoes, salt horse, horseradish, mulligan stew, mulligatawny soup, fried oysters, oysters au naturel, and ditto foregoing.

Twenty Years Old

Nibble's Food with—ice water to cigarettes. In short, the child is now dietetically launched. He or she is safely equipped for any reasonable test of his or her alimentary functions. There remains only the little necessary preliminary of obtaining sufficient comestibles for intelligent experimentation.

Could anything be fairer than that?

And now, to pick up once more the trailing thread of my theme, I reiterate and repeat with grim emphasis that our future as a great and powerful nation rests upon the puny shoulders of the babes of today—the babes of today, and tomorrow night, and Tuesday of next week, and so on and on indefinitely. The prize-fighters and home-run hitters of tomorrow, aye, and the lissome lassies of future Follies and Midnight Revues, and not only those but the artists and artisans, the merchants and mechanics, the builders and sowers and reapers, the men of brain and brawn—and the women, too, writers and teachers, doctors and lawyers, wives and mothers—all of 'em are being nurtured in our midst at this moment.

It behooves us to be up and doing. With a little careful calculation and patience and zeal we have it in our power to rear a race of zaza-pazazas, mighty men and women who will be pippins from the ground up. We need 'em. Take a look around the next time you get in a crowd or rubber from a car window at any station where your train stops. Size up the general run of the populace now at large, and you'll get my meaning. Some of 'em look like human beings, but most of 'em resemble what happens in the foundry when the mold slips. Amateur work. Tinker jobs. Cobbling. That's what they are. The results of carelessness.

What we want to do is put some zip and skill into this baby-growing business. Baby-raising is big league stuff. Let's not leave it all to the amateurs.

WELL DECORATED, BOTH INSIDE AND OUT

First prize was given to the motor car decorated by members of the superintendent's office, Louisiana division, which took part in the Trades' Day parade at McComb, Miss., November 5. Occupants, front seat: Miss Gladys Browder, chief performance clerk, at the wheel; Miss Della Mae Dougall, statistician, on her right. Back seat, left to right: Miss May D. McMichael, stenographer to the chief dispatcher, Miss Lois Williams, stenographer, superintendent's office; Miss Claire Pimm, clerk to supervising agent.

Traffic Department

Success Reviewed at Traffic Meeting

NEARLY one hundred representatives of the traffic department from all parts of the system and our off-line agencies gathered in Chicago December 13 and 14 for a discussion of traffic affairs. The meeting was opened by Vice-President Bowes, at which time President Markham and Vice-President Bowes addressed the representatives. Following the joint session, conferences were held by the passenger men with General Passenger Agent W. H. Brill of New Orleans as chairman and by the freight men with General Freight Agent William Haywood of Chicago and General Freight Agent Joseph Hattendorf of Memphis in charge.

President Markham said, in part:

"As you know, we have been within the last year very successful in developing a plan for adding to the efforts of those who are directly responsible for the solicitation of traffic by bringing about a condition as a result of which a great number of employes are engaged in doing whatever they can in the way of direct assistance to you.

Good Effects Both Ways

"Without desiring to claim any credit for the idea, perhaps I ought to tell you that a little more than a year ago something occurred that suggested to me the idea that there was an opportunity, if the interest of the men could be developed along proper lines, to accomplish two things. If we could get only a very small percentage of the 60,000 employes of this company interested as individuals in it they could, and would, increase the business of the company in the way of solicitation of passengers and freight; that it would not only result in increase in our business in the way of increasing tonnage and increasing passenger travel, business that we would not otherwise get, but the effect on the individual himself would perhaps be of very much greater importance to the company than would the amount of business that he would be able to secure as a result of his efforts.

"It is in human nature that if a man does something for you he incurs an obligation at that time. As soon as he has succeeded in doing the thing he has started out to do he incurs an obligation to do something else for you. If in the handling of the business of the company we can succeed in getting a goodly number of employes to do something for the company, it makes better men of them in their increased interest in the particular jobs in which they are engaged.

"Those who are located at points where we have a large number of employes already realize the important influence of this work on the solicitation of traffic. It is a work, however, which you have got to get behind. I am doing everything I can, in making trips over the road, scrutinizing and looking over reports in connection with solicitation of traffic, developing new thoughts and new ways of keeping up interest.

How Business Was Won

"There are all kinds of illustrations of benefits that have accrued in this work. One for example comes to my mind:

"A contractor in Tennessee figuring on a road contract had a young man in his employ whose father was one of our engineers. The boy at home one evening mentioned to his father the fact that his employer had secured the contract. The father questioned the boy and learned that the contractor expected to get his gravel from a pit on another line. He got as much information as he could from his son and went to work. He found that the contractor could get this gravel on our line and that we had a lower rate. He gave this information to his son, with the result that there was a movement of gravel from our gravel pit. This was business we would not have secured had not this employe taken interest enough to see what he could do to get this business.

"This attitude reflects in the attitude of the men toward the people they come in contact with. It would surprise you to know how many letters come to my desk with respect to

the publicity work we are doing, complimenting us for the difference in Illinois Central treatment and the treatment received on other railroads. I am not criticising other railroads, but I believe in a great many of these matters we have developed practices which others have not.

Success of the Illinois Central

"It ought to be a source of great satisfaction to you today, at a time when industrial conditions are bad, at a time when most railroads in the country have not been able to earn much above their operating expenses without deferring maintenance work and effecting economies that may be very harmful to the property, to know that under all these conditions the Illinois Central stands out in bold relief as compared with any other large system in the United States as a money producer. I want to give you briefly my understanding of some of the reasons for this situation.

"In the first place, the Illinois Central is perhaps one of the most favorably located railroads in the United States. It serves a territory which, taken by and large, is equaled by no similar amount of territory served by a similar amount of mileage. In the early days the Illinois Central was free from a great many things that were done by other railroads, resulting perhaps from bad management or unwise attention. The Illinois Central has always been well financed. There has never been a dollar's worth of watered stock.

"I want to disclaim any intention to boast when I say that it is a pretty well managed property; but no amount of management or of sound financing or of location will suffice to make a good railroad unless that railroad is provided with good tools to work with—with equipment. My candid opinion is that the Illinois Central has the best transportation machine in the United States, and I make that statement out of some little experience that I have had with other railroads.

Aim Is to Give Information

"I want to call your attention to what we are doing along publicity lines. One of the plans we are developing is that of getting up periodically a statement dealing with matters of current interest and sent out to the officers under the head of 'Things to Talk About.' It may interest you to know that the idea of that originated in my experience years ago when I was agent at Fresno, Cal. I began to grope around, trying to find something that would teach me more about railroading, but I could not find anything. There is no subject in the world that offers as much important and interesting information as the railway subject, and the purpose of 'Things to Talk About' was to enable our officers to have first hand information that they could use wherever they may be, at meetings, at commercial clubs, meeting people on trains.

"You are all generally familiar with what we are doing in the publicity line. I want to call the attention of those who are not directly located on the line to the importance of their keeping up with this."

Vice-President Bowes gave a report on the reorganization of the freight traffic department and called upon the men to keep going forward in their work.

"What can you do yourselves to establish something, create something new in that line?" Mr. Bowes said, referring to the experiences which Mr. Markham had related. "I think we ought to get away from the idea that all we have to do is to get a passenger and a carload of freight. A solicitor has more than that to do."

Changes in Freight Department

In line with a policy of segregating the activities of the general freight department of the Northern and Western lines, a number of changes have been made.

Effective December 1, C. C. Cameron, general freight agent at Chicago, was continued in charge of rate adjustments, rate quotations, tariffs, divisions, and subjects related thereto, except coal and coke traffic, which comes under the supervision of B. J. Rowe, coal traffic manager.

Effective the same date, William Haywood was appointed general freight agent at Chicago in charge of solicitation and matters related thereto.

Mr. Haywood was born May 30, 1884. He entered the service of the Illinois Central in October, 1901, as messenger to the traffic manager, and subsequently was secretary to various traffic officials, including the traffic vice-president. From September 21, 1909, to July 1, 1912, he was secretary to the president. From the latter date to April 1, 1917, he was chief clerk to the traffic vice-president; April 1, 1917, was appointed assistant general freight agent, Northern and Western lines, Chicago;

and March 1, 1920, was made assistant to the traffic manager.

Mr. Haywood's department is a new one. J. F. McMahon, who has been with the Illinois Central nineteen years, has been made chief clerk in charge of Mr. Haywood's office. His nineteen years with the company have been spent with the traffic department, with the exception of two years as secretary to Federal Manager C. M. Kittle during government control. He has recently been assistant commercial agent at Chicago.

Effective December 15, C. E. Stailey, commercial agent at Kansas City, was transferred to Memphis as assistant general freight agent in charge of solicitation. He was succeeded at Kansas City by Hugh Hardin, who has been traveling freight agent out of Kansas City. Both Mr. Stailey and Mr. Hardin have been with the traffic department a number of years.

Changes in Passenger Department

Changes brought about in the passenger traffic department by the recent death of H. J. Phelps, general passenger agent of the Northern and Western lines, have included the promotion of J. V. Lanigan, assistant general passenger agent, Northern and Western lines, to Mr. Phelps' old position; that of J. W. Stevenson, chief clerk of the traffic department, to Mr. Lanigan's old position, and that of G. G. Truesdale, formerly commercial agent at New York City, to assistant general passenger agent in charge of solicitation.

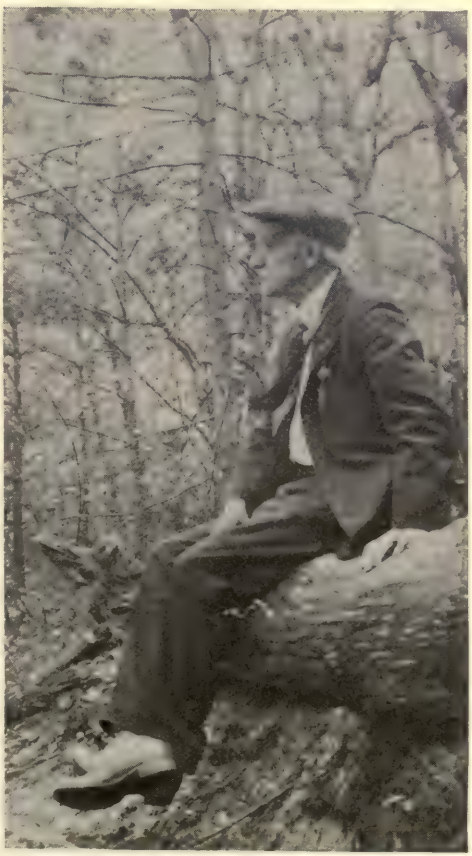
Mr. Lanigan, who is a native of St. Louis, Mo., entered railway service as a clerk in the passenger department of the Chicago, Burlington & Quincy. After holding several clerical positions, he went to the Missouri, Kansas & Texas in 1904 as rate clerk in the passenger department. In 1906 he took the same position with the Illinois Central, and in 1908 he became chief rate clerk of the department. April 15, 1911, he was promoted to assistant general passenger agent, with headquarters at Chicago.

Mr. Stevenson was born in Chicago September 17, 1888. July 1, 1903, he entered railway service as a clerk in the office of the Western Passenger Association in Chicago. From 1909 to 1912, he was a rate clerk in the passenger department of the Chicago Great Western. Then he took up the same work with the Illinois Central. March 16, 1914, he was made assistant chief clerk of the passenger department, and on May 13 he became chief clerk. March 1, 1920, he became district passenger agent, with headquarters at Chicago, and a month later was promoted to chief clerk of the traffic department.

Mr. Truesdale entered the service of the Illinois Central in July, 1901, as an office messenger in the transportation department. In 1902 he became a file clerk in the passenger department. Then he served as secretary to the assistant general passenger agent. In May, 1906, he was appointed traveling passenger agent, with headquarters at Cincinnati. January 1, 1908, he was transferred to Chicago as city passenger agent; in October, 1911, to Pittsburgh, Pa., as district passenger agent; and in July, 1917, to New York City as commercial agent.

H. N. Mudge Retires

H. N. Mudge, who has just retired as general advertising agent of the Illinois Central,



H. N. Mudge

Hamilton Watch

"The Railroad Timekeeper of America"

This Engineer Believes In Good Companions For His Three Boys

Engineer William E. Loco, who runs a Chicago and Northwestern train out of Chicago, has been railroading for forty-five years.

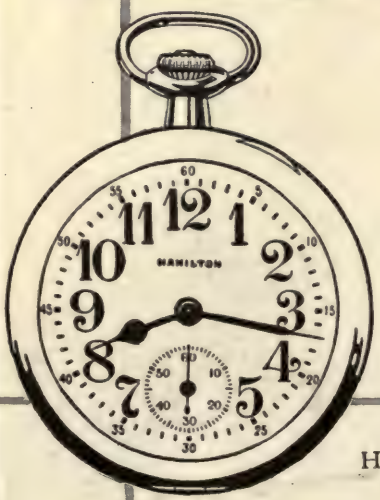
For twenty-one years he has carried the same Hamilton Watch, and it has always served him faithfully.

In fact, so accurate and dependable has he found it that he has made it a pleasant duty to present each of his three sons with a Hamilton as they came of age.

There is nothing uncanny about the phenomenal timekeeping qualities of any specific Hamilton Watch. The fact that Hamilton Watches are built around the requirements of the Railroad man makes them uniformly accurate.

The factory's guarantee of satisfaction is backed up by the jeweler from whom you buy your Hamilton. A Hamilton Watch is never an orphan. It is born with a pedigree—and it will live up to its reputation for enduring, accurate service.

That is the kind of watch you need.



When you buy, inspect the Hamilton models that Railroad men favor, particularly No. 992 (16-size, 21 jewels). Hamilton Watches range in price from $40 to $200; movements alone $22 (in Canada $25) and up. Send for "The Timekeeper", an interesting booklet about the manufacture and care of fine watches. The different Hamiltons are illustrated and prices given.

HAMILTON WATCH COMPANY,

Lancaster, Penna., U. S. A.

has been in that position continuously for 30 years and 8 months.

Mr. Mudge was born in Massachusetts in 1853. He was educated in the public schools of that state and the Massachusetts Institute of Technology at Boston, where he later served as an instructor for several years.

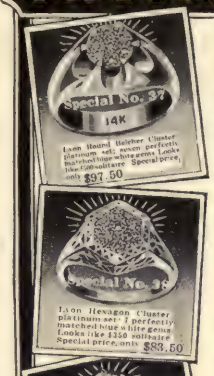
He was advertising agent of the Burlington for seven years before he came to the Illinois Central.

Among various activities for the Illinois Central, Mr. Mudge was the author of the "Rambler" stories which were published each month for six years in the *Illinois Central Magazine*. He is an ardent amateur photographer and often illustrated his stories with pictures taken by himself.

The accompanying picture was taken last summer on the Indiana sand dunes, where Mr. Mudge frequently takes outings. Mr. Mudge confesses enthusiasm for the outdoor life.

R. B. Gray, who succeeds Mr. Mudge as advertising agent, served the Illinois Central from 1905 to 1910 as assistant city ticket agent at Chicago. After eleven years with the Union Pacific System, he returned to us October 1 last as assistant advertising agent.

DIAMONDS
For a Few Cents a Day



Send No Money

We will send you — upon your simple request — your choice of diamond bargains — the greatest in America! Do not send a penny in advance. When the ring comes, examine it. You are the judge. If it is not, without exception, the greatest value you have ever seen, send it back — at our expense! If you decide to keep it, it is yours **— for a few cents a day.** You may order direct from this advertisement if you wish. Don't send a cent. You do not risk a penny.

Charge-Account Plan

By our new charge-account plan, you may pay for your choice of hundreds of pieces of exquisite jewelry in sums so small that you would never think of saving them. You are also guaranteed **8% yearly dividends** — and a 5% bonus may be earned.

Send for Bargain Book

Send your name and address today for our new 128-page book, showing hundreds of unmatchable diamond bargains. Sent **absolutely free.** It explains the dividend offer and bonus plan.

Write today to Dept. 8061

J·M·LYON & CO.
1 Maiden Lane, New York N.Y.

NEWS of the DIVISIONS

AROUND CHICAGO

Suburban Passenger Service

During the recent Christmas shopping season, our suburban traffic attained unprecedented figures. We handled an average of more than 80,000 passengers a day, which is a considerable increase over any previous year. On Saturday, December 17, we reached a figure of 87,635, operating a total of 394 suburban trains.

The suburban staff committee recently organized by Trainmaster E. O. Guyton, which meets every Monday at Randolph Street, is proving beneficial to the suburban service and to the suburban operating organization. The open discussion of topics of interest and suggestions for improvement at these meetings has created an interest on the part of all concerned toward making our suburban service 100 per cent in every respect. The members of this committee consist of the supervisory force of the suburban passenger service and of representatives from the trainmen, enginemen and ticket punchers.

The degree team of Division 327 of the Order of Railway Conductors, consisting principally of Illinois Central suburban conductors, is still kept busy conferring degrees for their neighboring divisions. So far this team has conferred degrees on fifteen classes in the past twenty-one months. They not only are in demand on our own system but have been called as far west at Denver, Colo., where they handled a class of 111 candidates. They contemplate making trips to St. Louis, Superior, Wis., and Roodhouse, Ill., in the near future.

The new headhouse at Randolph Street is completed and in operation, facilitating greatly the handling of the thousands of suburban passengers using the station. Many favorable comments indicate our patrons' appreciation of this added comfort provided for them.

For a while it was a novelty to see U. S. Marines, with their "shooting irons" very much in evidence, riding on our suburban trains which carry U. S. mail.

"Andy," our handy man at Randolph Street,

who, among his various other duties, tends the suburban gate at the 12th Street station, has been furnished with a shelter, known as a "bungaloo," which protects him from the lake breezes as well as from the alluring smiles of the many beautiful young women who work in our 12th Street offices and pass daily through this gate.

Maintainer Keller was called to Matteson at 1:30 a. m. December 19 to take care of signal trouble. While performing this duty, he detected a broken rail on track 1, about one mile north of Matteson, the rail being broken in the center clear through. Section men were called immediately and the necessary repairs were made.

Central Station Telephone Force

The Jonquils, members of a club composed of Central Station telephone operators at Chicago, have announced plans for a dancing party to be given February 4, 1922, at the Masonic Temple Drill Hall, Chicago. The party will begin at 8:30 p. m., and there will be music by Harvey's orchestra.

WISCONSIN DIVISION

Dixon, Ill.

Work on dismantling the old Rock River bridge at Dixon has been discontinued for the time being, owing to the fact that the crew was needed at another point.

The Dixon yard passing track has been extended on the south end about 400 feet, and other tracks are being replaced with heavier steel.

Warehouse Foreman H. L. Curran was married in Chicago on November 28 to Miss Mary Scwank of Sterling.

Receiving Clerk P. H. Phalen is the proud father of two baby girls.

Agent C. G. Shepherd and Mrs. Shepherd spent Sunday, December 4, in Chicago visiting their son, George Shepherd. Young Shepherd is a member of the staff of the Rock Island Magazine, having the duty of making the cover design each month.

J. E. McIntyre, who has been off on account of sickness, is back on the yard engine. During his time off, his place was filled by D. S. McIntyre.

J. M. Reynolds, O. S. & D. clerk, was in Chicago recently to call on his brother-in-law, George E. Downey, who is confined in the Illinois Central Hospital with a broken arm. Mr. Downey is reported as improving.

Minonk, Ill.

Warehouseman Defries has resumed work after several days in the company hospital at Chicago, where he was undergoing treatment for an injured arm.

The far-famed Fans basketball team has opened the season successfully by annexing six straight victories. We have great pride in this team, due to fact that four of the regular players are Illinois Central employes.

B. M. Stoddard lays claim to being the oldest continuous shipper on the system. He started in the mercantile business in Minonk in 1865, stayed in it until 1876, when he entered the grain business, and he has been in that continuously ever since. Who disputes the claim?

Wisconsin division conductors have been on the alert to obtain passenger business for the company. Conductor W. H. Sharkey recently convinced two travelers they could use our line best, and the company took in more than $15 on their tickets. Conductor B. Lichtenberger won a Sioux City passenger at a gain of more than $17.

Martin Naylon

Martin Naylon, for many years a section laborer in the employ of the Illinois Central at Polo, Ill., died at his home in Polo on October 13. Mr. Naylon was born in Ireland in 1839 and came to the United States in 1867. He settled in Chicago, where he was married to Miss Mary Callahan in 1873. The same year he entered the employ of the Illinois Central at Polo. With the exception of a short time he spent with the Burlington, practically all the rest of his life was spent in the service of the Illinois Central. He was retired a few years ago.

MINNESOTA DIVISION

Master Vern Massingham, who lost his foot in an accident at the Illinois Central station some time ago, has gone to Omaha to have an artificial limb fitted. This is made possible through the generosity of the railway company, which provided a goodly fund not only for this purpose but for his education, in part, also. We sometimes speak of corporations as being heart-

$4.99 Wonderful Bargain 15 Piece Aluminum Set

Beautiful "Sunray" Finish Colonial Panel Design

You will be proud to own this remarkable cooking set in latest Beveled Edge Colonial Panel design. It will give you a lifetime of pleasure and satisfaction. Every piece has new brilliant "Sunray" finish FULLY GUARANTEED GENUINE pure aluminum. Most practical kitchen combination ever offered. Absolutely new and different. (1) shows 5 pieces packed in one to save space when not in use; (2) Combination Cooker; (3) Sauce or Stew Pan; (4) Ladle or Dipper; (5) Self-Basting Roaster; (6) Casserole or Bake Dish; (7) Cereal Cooker or Double Boiler; (8) Tubed Cake Pan; (9) Strainer or Colander; (10) Convex Kettle with Cover; (11) Corn Popper or Corn Flake Toaster; (12) Steamer Set; (13) Cookie or Doughnut Cutter; (14 to 19) 6 Assorted Jelly Molds, each one a different pattern; (20) Measuring Cup; (21) Pudding Pan; (22) Preserving Kettle. This is the most remarkable bargain you were ever offered. Send your order today for a set at this rock bottom

Slashed Price We Deliver FREE!

Remember, you get this wonderful **15-Piece Guaranteed Genuine Aluminum Set,** including a six-quart kettle with exclusive patented rim. The set works into 25 cooking, baking and roasting combinations for every conceivable kitchen use. Thousands of satisfied customers from coast to coast.

SEND NO MONEY!

Don't send one penny in advance. We want to deliver this wonderful aluminum set right into your own hands before you pay a cent. This is not a long drawn-out dollar-down offer. When your own postman brings this set to you pay him $4.99 and the set is YOURS FULLY PAID. If after examining it you are not convinced that it is the greatest bargain you ever got or are in any way dissatisfied, simply return it to us and we will gladly refund your money. This special offer is for immediate acceptance only—so fill in and mail the coupon today.

LESTER SALES AGENCY
1191 Rand McNally Bldg.
538 S. Clark St. Chicago

Lester Sales Agency
1191 Rand McNally Bldg.
538 S. Clark St.
Chicago, Ill.

Gentlemen: You may send me your Guaranteed 15-piece Aluminum Set in latest Colonial Panel design with beautiful Sunray finish. When the postman delivers the set to me I will pay him $4.99 and if after examining it I am not satisfied that it is a wonderful bargain I will return it to you in good condition, and you agree to refund my money.

Name .....
Address .....
Street No. ..... R.F.D. .....
State .....

less but this case seems to be an exception.—Independence (Iowa) Conservative, November 16.

IOWA DIVISION

R. L. Cain, assistant chief clerk to the superintendent, left recently on an extended trip to Southern California. Mansfield Sullivan is now assistant chief clerk to the superintendent since the departure of Mr. Cain for California. Mansfield's place on the tonnage has been filled by Oscar Martin, formerly of the accountant's office, while Miss McDermitt is located in the accountant's office.

V. E. Allen, O. S. & D. clerk at Fort Dodge, is in Chicago taking treatments at the hospital.

Charles Nelson, turntable operator, has been granted a 90-day leave of absence to go to California.

C. Akerman, boilermaker, Fort Dodge, recently went to Chicago for medical treatment.

R. Kingsbury, locomotive crane operator, was recently called to Rochester, Minn., on account of the serious illness of his sister there.

Fern Hill has resumed her duties in the accounting department office at Fort Dodge, after a 90-day leave of absence in California.

Mr. and Mrs. J. W. Seip are the proud parents of a boy, Peter Vaugh, born November 30. Mr. Seip is first trick dispatcher at Fort Dodge.

John Wesley, yard checker, is the proud possessor of a fine baby girl.

J. J. O'Leary of Cherokee is now first trick dispatcher at the division offices, Fort Dodge. The position was made vacant by the death of Walter Beresford.

August Weise, boiler foreman, is a hustler in the freight solicitation business. He has made good with three automobile firms who heretofore have been routing their business over other railroads.

Fay Godwin, laborer in the car department, has been passing around wedding cigars. The event took place December 3.

M. G. Plumley, car man, was taken to the Chicago hospital Saturday, December 10, on account of an infection in one of his eyes.

Daniel Kennedy, switchman at Fort Dodge, who has a reputation as a good light heavyweight boxer, recently won an important contest with G. Fugitt of Lehigh. The decision was awarded to Kennedy in the seventh round of a scheduled 10-round bout when Fugitt persisted in violating a rule agreed to regarding clean breaks from the clinches. The match, held on December 8 by the American Legion Boxing Club, drew a thousand spectators, including eighty Illinois Central supporters of Kennedy in ringside seats.

ILLINOIS DIVISION

Kankakee Freight Office

In order to handle the "Perfect Package" campaign during November, as outlined by the American Railway Association and the American Railway Express, a joint committee was formed by the agents of the Illinois Central, Big Four, New York Central, and the American Railway Express. Grant Clapperton, agent of the New York Central, was chosen chairman of the joint committee. At the close of November, he submitted the following report:

Total number of shipments forwarded by freight	4,414
Total number of exceptions	9
Total number of shipments forwarded by express	2,587
Total number of exceptions	5
Total shipments	7,001
Total exceptions	14

Exceptions divided as follows:

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By freight:

Error in bill of lading	3
Error in marking	5
Error in packing	1

By express:

Error in marking	4
Error in packing	1

The office force was glad to receive a visit from Roscoe Stith, warehouseman, who has been off about three months with a broken leg. He is able to get around with the aid of a cane and crutch, and no doubt will soon be back on duty.

The signal employes' educational meeting for December was held at Champaign, Sunday, December 11. The subject was maintenance and operation of motor cars, with an address by H. W. Cutshall, manager of Mudge & Company. The meeting was under the direction of the committee on motor cars, of which F. G. Alexander is chairman. Thirty-five persons attended. The signal employes have accumulated a circulating library of forty-one volumes.

INDIANA DIVISION

Superintendent's Office

Supervisor H. H. Cordier was in the offices recently, having just returned from the Illinois Central Hospital. While Mr. Cordier will not be able, for several months, to resume work, he is on the road to recovery.

Claim Agent M. E. Young is still in Webster Brothers' Sanitarium at Olney, having taken ill about three months ago, when he was in that city. However, word from there is to the effect that he is now getting along nicely.

A Christmas party was given at the home of Miss Catherine Stephenson of the superintendent's office the evening of December 15. The

"Safety-Valve Steve" Says:

Tim, my fireman, can't wear his jumper when he's firing—but when the run's over he slips on a slick jumper—and gives the crowds the once over.

Yes—Tim is careful that all Overalls and Jumpers he buys are made out of Stifel's Indigo Cloth. I switched him in right—twelve years ago when I says—"Tim—always look for this boot-shaped trade mark in your Work Clothes."

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Christmas idea was carried out in decorations, the old fashioned "grab bag" being a feature of the evening. Those present were: Mrs. Lou Morris, Mrs. Zella Rose, Misses Norienne Quinn, Florence McShane, Essie Reams, Marguerite Smith, Naomi Bailey, Victoria Gustafson and Helen Hennessy.

A physical culture class has recently been organized in Mattoon, and several of the young women of the railway offices have enrolled.

ST. LOUIS DIVISION

Mrs. Pearl Thompson, timekeeper in the division office at Carbondale, found her automobile was stolen from in front of her residence recently, but the car was located in Johnston City, Ill., within a few days and returned to Mrs. Thompson.

The famous Italian, General Diaz, was through Carbondale, December 3, on his way to St. Louis. His car was handled into Carbondale on No. 2, and a special train was run from Carbondale to St. Louis. Engine 1033 pulled the train, with Engineer Dave McConachie in charge. The trip was made in one hour and forty-seven minutes.

Big Muddy Mine No. 9 at Murphysboro, Ill., was recently abandoned because water from the Big Muddy River ran into it during the recent heavy rains. The four men within the mine at the time escaped without injury.

Traveling Engineer J. H. McGuire of Centralia, Ill., was recently elected to membership on the board of directors of the Centralia Trust & Savings Bank. Mr. McGuire has for some time been a member of the board of directors of the Centralia National Bank.

W. R. Givens, trainmaster, Mounds, who has been in a hospital, has returned to his duties.

The Knight Templars of Carbondale had a parade on December 7 in which there were knights from various other towns in Southern Illinois. A commandery has been established at Carbondale. Trainmaster F. E. Hatch is commander of Carbondale lodge.

V. O. Vineyard has been appointed Agent at Simpson, Ill.; W. B. Grissom, at Grantsburg; S. W. Breeze, at Buckner.

TENNESSEE DIVISION

Clerk C. C. Gamble had the misfortune to lose his baby November 26. Burial was at Newbern, Tenn., November 28.

Switchtender J. F. Shelby has been commended for his action on December 7, when he observed I. C. 124961, in Train 182, off center, and immediately notified all concerned.

Kelly Grady, flagman on the Birmingham district, while on Train 52, November 23, found a bundle of flat iron in I. C. 17705, which was moving as an empty, avoiding probable suit and a shortage.

On the rear of Train 5, Friday, December 9, Supervisor's Clerk Elvis R. Campbell and Miss Lula Johnson departed for Jackson, Tenn., where they were married. They spent their honeymoon in Bowling Green, Ky., the groom's home.

Unusual presence of mind was displayed by Conductor C. O. Marr, while in charge of Extra 1130, South, November 30, when Extra 1795 North pulled by him and he observed M. P. 1718$ with a broken journal, and also observed that the engineer did not observe the stop signals being given by yard men. Realizing the immediate danger and the necessity of making an immediate stop, he ran and stuck his knife into one of the air hose, thereby stopping the train and probably averting a serious accident.

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MEMPHIS DIVISION

Our former boss, V. V. Boatner, who is now president of the Peoria & Pekin Union Railroad at Peoria, Ill., honored us with his presence at a staff meeting Saturday, November 26.

F. T. Theobald, chief clerk in the superintendent's office, had a pleasant hunting trip recently in the wilds of Mississippi with a party of hunters. It is reported they killed twelve deer, two of which are to the credit of Mr. Theobald. He found an abundant supply of squirrels, ducks, fish, opossum and wild turkeys.

Sympathy has been extended to C. M. Coburn, accountant in the superintendent's office, on the death of his father, J. W. Coburn, who died at his home in Memphis. Mr. Coburn was struck by an automobile December 10 and died December 13.

While out flagging at Glendora, Miss., November 4, on Train 96, Flagman C. H. Tennyson noticed a cotton gin on fire. He also noticed two cars on the spur track in front of the gin, one loaded with cotton and one with cotton seed. The train was at the station, half a mile away, and the engineer had called in the flagman, but, instead of coming in, Mr. Tennyson signaled to the conductor, calling attention to the fire. The conductor and crew, acting quickly, backed up with the engine, removed several bales of cotton from the track where they had been thrown by gin employes, and moved the two cars from the spur before they were damaged. This action on the part of Flagman Tennyson, Conductor A. T. Stevenson, Brakeman Alf Powell, Brakeman Jack Bradley, Engineer W. E. Philipps and Fireman Will Austin saved two cars and several thousand dollars' worth of cotton and cotton seed.

A pile-driver and train crew were working on Bridge K 22-6 near Howard, Miss., November 26. We had two cars of bridge material to unload at this bridge, and we were also driving piling. While the pile-driver was at work, Conductor C. D. Jones, Fireman W. C. Lovell, Brakeman C. L. Rosson and Brakeman C. C. Wallace unloaded the two cars of bridge material. This saved the company about $15, as it would have required the bridge gang about one hour and thirty minutes to unload the material.

The Greenwood Compress at Greenwood, Miss., burned on the night of December 4, destroying between six and seven thousand bales of cotton. Engineer D. T. Knight, Fireman W. Bowman, Yardmaster M. Gann, Switchman R. McKinney, Switchman Ike Jackson, Flagman H. G. Brewer and Yard Clerk B. Clark gathered at the roundhouse, raised steam in the yard engine, went on the compress track and pulled out eight cars belonging to our company. By the time they had coupled to the cars, two of them had already caught fire. These two cars were pushed up the main track to a water spout, where the fire was extinguished with slight damage to the cars and none to the contents. This action saved the company several thousand dollars.

TELEGRAPH DEPARTMENT

Southern Lines

William B. Nusz, lineman at Cecilia, Ky., received his Christmas present in the shape of a pension effective January 1, 1922. Mr. Nusz was born in Shepherdsville, Ky., January 24, 1846, and has been in continuous service since September, 1883, on what is now known as the Kentucky division of the Illinois Central.

Gus Graham, lineman at Vicksburg, Miss., died November 29, 1921, at the age of 49. Mr. Graham first started work in the telegraph construction gang in March, 1892, and was stationed

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at Vicksburg for the last seventeen years. He was a past master of Franklin Lodge, A. F. & A. M., and the impressive Masonic burial service was performed by officers and members of that lodge.

Members of the telegraph department staff are making every effort to promote efficiency in telegraph and telephone service by encouraging operators at important stations to test out and locate wire trouble. Outside of our general offices, the Louisiana division stands first in this respect. Chief Operator Wilson of the McComb, Miss., office is taking a course in electrical engineering and has made several close measurements of trouble at distant points.

MEMPHIS TERMINAL

Mechanical Department, Memphis, Tenn.

J. E. Elliott, machine shop foreman, who has been on the sick list for two weeks with a severe attack of tonsilitis, has resumed his duties once more.

Ralph Moore, machinist, erecting shop, is taking an enforced vacation, caused by a carbuncle on his left hand.

G. Jones, airman, filling shop, took a week's vacation hunting quail and other members of the feathered tribe in Missouri.

C. Hammond, machinist, erecting shop, who injured his hand last month, is so far recovered as to resume work.

J. Jones, blacksmith foreman, who has been on the sick list for a few days, has resumed work.

R. McKenzie, machinist, erecting shop, has returned from Chicago, Ill., where he underwent an operation at the Illinois Central Hospital.

Mark Hansen, machinist apprentice, has returned from New Orleans, La., where he has been the guest of friends.

J. R. Rollins, fitting shop, is on the injured list with a mashed finger caused by a door's closing on it.

E. Bernstoph, machinist, filling shop, has resumed work after being on the sick list.

George Coolidge, blacksmith, has returned from Decatur, Ala., where he was called by the death of a relative.

W. L. Teasley, machine shop foreman, has resumed work after being on the sick list.

The Lauderdale Improvement Club, a new South Memphis organization composed mostly of Illinois Central employes, met recently in the auditorium of the Lauderdale school. Following a short business session, fifty-two new members were received. The school children staged an entertainment, and Doctor Shaw, pastor of the proposed South Side church, made a short address.

William Leach, machinist, machine shop, has married.

LOUISIANA DIVISION

Canton, Miss.

Mrs. Roy Wardlow, wife of Machinist Roy Wardlow, has resigned as record clerk in the freight office to accept a position in the Canton High School.

A movement is on foot to floor the Y. M. C. A. swimming pool, so that it can be used during the winter as a skating rink. This recreation would mean much to our railway men.

Canton is to receive a new water tank. Foreman Scott and his force promise the tank complete by Christmas.

The many friends of Section Foreman W. M. Henry were sorry to learn of the serious illness of his daughter Louise, but were pleased to learn the operation was a success.

Conductor J. C. Turner had recently as his visitor B. B. Jones, Oklahoma oil magnate, formerly trainmaster of the Louisiana division.

VICKSBURG DIVISION

B. H. Alexander, formerly employed as dispatcher by the C. & G. R. R. at Columbus, Miss., is relieving Operator J. K. Kenney on the third trick at Cleveland. Mr. Kenney was recently granted a six months' leave of absence.

L. R. Swisher, chief dispatcher, left Greenville December 15 to spend fifteen days at points in the North. W. P. Lawton, first trick dispatcher, acted as chief during this time.

NEW ORLEANS DIVISON.

A. G. Todd, clerk in the freight office, Baton Rouge, La., and Miss Bessie Anderson, stenographer to Chief Dispatcher J. B. Yellowley, were married recently. Both Mr. and Mrs. Todd returned to their desks after a short wedding trip.

Delmar Smith, clerk, Vicksburg yard office, and Miss Rachel Washburn of Jackson, Miss., were united in marriage on December 9.

William Rockwood, chief clerk, Vicksburg yard office, after a severe illness, has returned to work.

Engineers R. E. Montgomery, Perry Johnson, W. H. Pettit and a number of other railway men organized a hunting party and invaded the Louisiana swamps near Baton Rouge recently, making a big killing—eight deer, besides large quantities of smaller game were bagged.

Nonnie T. Piazza, clerk in the freight house, Vicksburg, Miss., and Miss Elizabeth Yosee, also of Vicksburg, were married on December 18.

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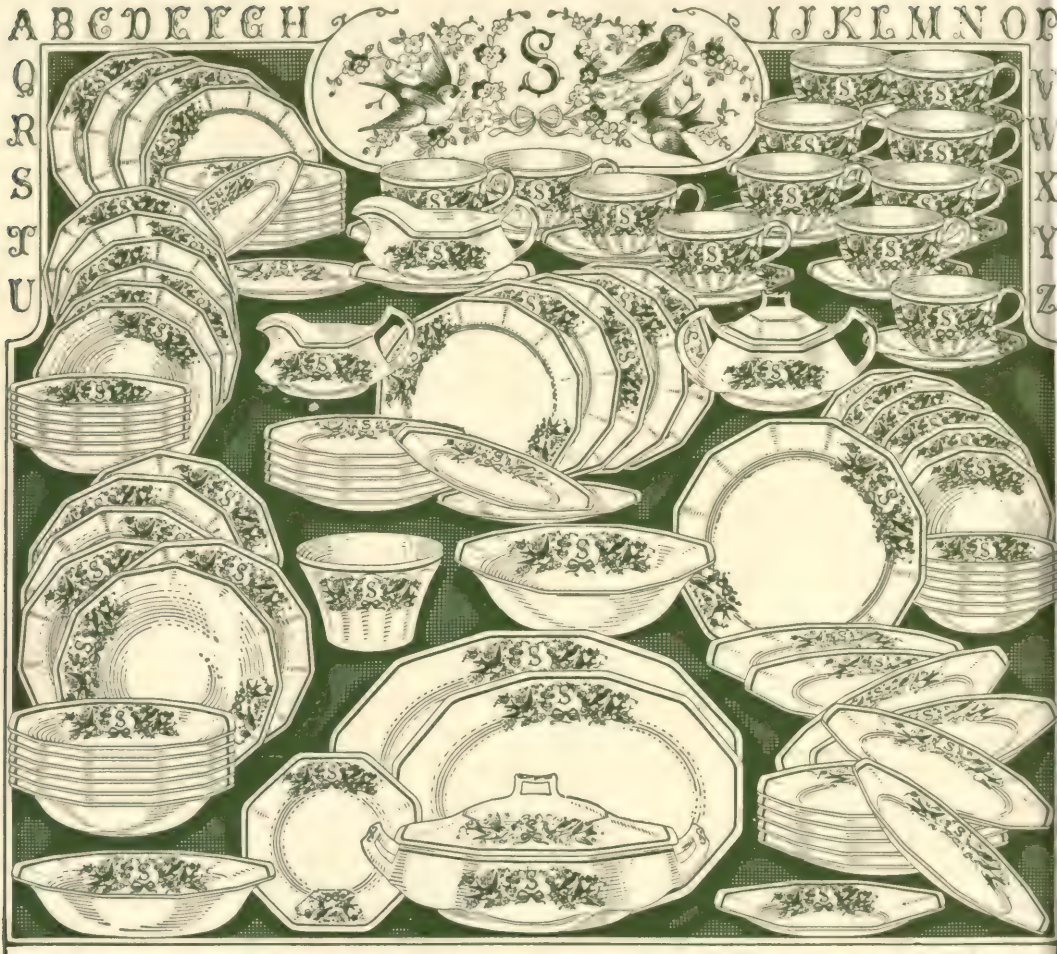
ILLINOIS CENTRAL MAGAZINE

St. Gaudens' Statue of Abraham Lincoln, Lincoln Park, Chicago

Abraham Lincoln, once attorney for the Illinois Central, was born and was buried in places now served by our lines.....



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Complete Service for 12 People

This splendid set consists of

12 dinner plates, 9 inches	12 cups
12 breakfast plates, 7 inches	12 saucers
12 coupe soups, 7 1-2 in.	12 bread and butter plates, 6 in.
12 fruit saucers, 5 1 4 in.	1 platter, 11 1-2 in.
12 oatmeal dishes, 6 inches	1 platter, 13 1-4 in.
1 oval open vegetable dish, 8 1-2 inches	1 covered vegetable dish (2 pieces)
1 round vegetable dish, 8 3-4 inches	1 gravy boat
1 sugar bowl and cover (2 pieces)	1 gravy boat stand
1 butter dish, 7 1-2 inches	1 bowl, 1 pint
	1 cream pitcher
	1 pickle dish

This set is one that will add tone and beauty to any dining room. With ordinary care it will last a lifetime. Weight packed, about 100 pounds.

Order by No. G6702A. Send $1.00 with order —$2.70 monthly. Price of 110 pieces $29.90. No C. O. D. No discount for cash.

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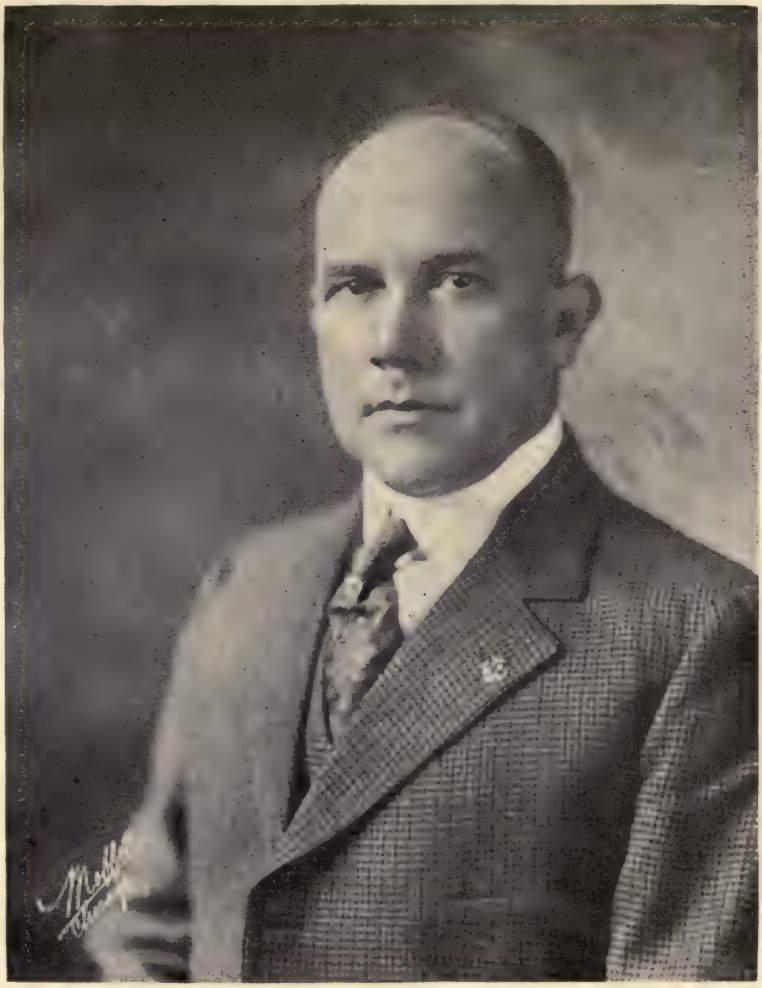

Floyd R. Mays

Mr. Mays, superintendent of the New Orleans division of the Y. & M. V., with headquarters at Vicksburg, Miss., was born at Crockett, Va., August 28, 1879, was educated in the public schools of Bristol and Roanoke, Va., and was subsequently graduated in mechanical engineering. He began his railway career as a machinist apprentice for the Norfolk & Western Railroad, Roanoke, Va., August 1, 1895. He entered the service of the Southern Railroad as a machinist at Salisbury, N. C., and later was transferred by that company to Selma, Ala., as machinist. Mr. Mays entered the service of the Yazoo & Mississippi Valley Railroad at Vicksburg, Miss., July 4, 1901, as a machinist. He was promoted to locomotive engineer, Vicksburg division, November 2, 1903. His successive promotions were as follows: Appointed instructor on transportation rules, May 15, 1911; promoted to traveling engineer, Vicksburg division, September 29, 1911; appointed assistant trainmaster, Memphis division, October 3, 1912; appointed trainmaster, Vicksburg divison, December 8, 1913; transferred to New Orleans division as trainmaster July 15, 1916; promoted to superintendent, New Orleans division, August 15, 1917.

VOLUME TEN NUMBER EIGHT

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FEBRUARY NINETEEN TWENTY-TWO

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GEORGE M. CROWSON, *Editor.* CHARLES E. KANE, *Assistant Editor.*

A. Lincoln, Once Illinois Central Attorney

Used His Influence for Charter and Later Won Big Tax Suit for the Company and Collected a Fee

By JOHN G. DRENNAN,
District Attorney, Chicago

THE name of Abraham Lincoln, whose birthday the nation will celebrate this month, appears often in historical sketches of the early life of the Illinois Central Railroad. He appeared before the committee of the Legislature of Illinois at the time it reported favorably the charter creating the Illinois Central Railroad Company, which charter as reported by the committee was passed by the legislature February 11, 1851. In 1852 he was employed by James F. Joy, then general counsel, to represent the company in litigation at Springfield, the state capital, and generally in central Illinois. He continued to serve the Illinois Central as one of its lawyers until his election to the presidency. Records still in existence disclose that he was consulted frequently and that his opinions were highly respected. He appeared before the Supreme Court of Illinois as the legal representative of the Illinois Central in many cases.

Helped Company Get Charter

Mr. Lincoln was admitted to the bar of Illinois in 1837. At that time he became associated with Major John T. Stuart, and this partnership extended over a period of four years. In 1841 he entered into a law partnership with Stephen T. Logan, and the firm of Logan & Lincoln was in existence another four years. Then he associated with himself William H. Herndon. The firm name of Lincoln & Herndon continued until the president's death. His association with the Illinois Central, however, seems to have been independent of his law partnership.

In 1904 we were able to establish Mr. Lincoln's connection with the granting of the charter of the Illinois Central through a statement obtained from Judge Anthony Thornton, who at that time was the only living member of the Legislature of Illinois which granted the charter. His statement declared that he had a distinct recollection that Mr. Lincoln was associated with Robert Rantoul, Jr., one of the members of the first board of directors of the Illinois Central Railroad Company, to obtain the company's charter. Severe opposition was encountered, for there were many legislators who looked with distinct disfavor upon chartering a concern of such debatable value as a railway company. But Mr. Lincoln's eloquence prevailed.

Won Important Tax Suit

Mr. Lincoln's most valuable legal service for the Illinois Central probably was in the case of the *Illinois Central Railroad Company v. McLean County, Illinois,* in which was involved an interpretation of the charter of the company. The charter provides that the company, in lieu of all other taxes, shall pay into the state treasury annually an amount equal, at least, to 7 per cent of the gross revenue derived from its charter lines in Illinois. McLean County took the position that the exemption from all other taxes applied only to state taxes, and sought to levy county taxes against the property of the company in McLean County. Mr. Lincoln was employed by the company to assist in

the litigation to establish judicially the interpretation of the charter. Associated with him were General Counsel Joy and Mason Brayman, then local attorney for the Illinois Central at Chicago and vicinity. Mr. Brayman afterward became a brigadier-general in the Union Army. Mr. Joy was later president of the Michigan Central and the Wabash railway companies. His political prominence culminated in his speech nominating James G. Blaine for the Republican presidential nomination at the Chicago convention in 1884.

The importance of the McLean County suit can be realized when it is reflected that, if the company had lost, every county, city and school district in Illinois through which the road ran or which contained property of the company would have had the right to assess and collect local taxes, adding to the considerable burden imposed upon the revenues of the company by the 7 per cent contract. The suit was argued in the Supreme Court of Illinois by Mr. Lincoln and finally decided at the December term, 1855, in favor of the company.

A Much-Misunderstood Incident

Out of this suit there grew an incident which has, at times, been misunderstood. Mr. Lincoln presented a bill for his services in the amount of $5,000. It is believed that this is the largest bill he ever presented to any client. Mr. Joy, the general counsel, recognized the merit of the bill, but the amount was so large that he was afraid the payment of so large a fee without protest might embarrass his department with the board of directors at New York. Mr. Lincoln was advised to bring a suit to collect it. This he did, in McLean County. The case was tried June 18, 1857, and the jury awarded a verdict for $4,800, Mr. Lincoln already having received a payment of $200. Judgment was entered upon the verdict and paid without objection on the part of the company.

It has been stated by historians that Mr. Lincoln presented the company with a bill for his services of $2,000 and that this amount was disallowed as excessive, and that he then brought suit for $6,000 and received an award of $4,800. It has been definitely established that this is a mistake and that the suit was a friendly one.

The history of the trial of this case is well given by Charles L. Capen, a prominent attorney at Bloomington, Ill., afterward president of the Illinois State Bar Association. He says:

"When the case was reached for trial no one appeared for the defendant, and judgment went by default for $5,000. That afternoon John M. Douglas, one of the solicitors of the company at Chicago, came to attend the trial. He told Mr. Lincoln that default placed him in an embarrassing position, that he (Lincoln) ought to have the money, and asked him to permit the default to be set aside, and the case tried. To this Mr. Lincoln consented. On the trial Mr. Douglas called Mr. Lincoln's attention to the fact that $200 had been paid on account of this fee, which Mr. Lincoln said he had forgotten.

How the Suit Was Tried

"Mr. Lincoln had taken the depositions of some of the leading lawyers of the state as to what was a reasonable fee. Among these was O. H. Browning of Quincy.

"Mr. Lincoln tried his own case, and as he got up to speak to the jury a button on his pantaloons gave way. Saying, 'Wait a minute 'til I fix my galluses,' he took out a knife, whittled a stick and used that in place of the button.

"David Davis was the presiding judge. The jury returned a verdict for Mr. Lincoln for the full amount of $4,800, which was promptly paid by the company."

Following Mr. Lincoln's death, his body was returned to Illinois in a special train carrying the family and public officials. As the train moved from Chicago to Springfield over the road which he had helped to make possible and with which he had been identified as an attorney, hundreds of thousands of persons turned out to pay him tribute.

TELL YOUR FRIENDS

It is believed that additional convenience has been added to the service of the Diamond Special between Chicago and St. Louis by changing its time of departure at both ends from 9:45 p. m. to 10:30 p. m., shortening the time of the run, and this fact has been and is being advertised by the passenger traffic department.

CHANGE IN OFFICERS

Effective January 1, a reorganization of the purchasing department was announced by Vice-President A. C. Mann, by which Joseph J. Bennett, assistant purchasing agent, was named purchasing agent and William A. Summerhays, purchasing agent, was named lumber and tie agent.

Realized an Agent's Greatest Opportunity

E. W. Brown Took Road Into Rockford, Ill., Assured Its Prosperity and Is Still on the Job

IT has been pointed out in these pages before that the agent is the railway company as far as his town is concerned, and that an inefficient agent can break a railroad's reputation in his vicinity a good deal more rapidly than any other factor in the company's relations with the public. On the other hand, it has been said, an agent who recognizes his responsibility as the company's representative can build firm and deep the standing of his line, so that the good impression he made will linger long after he has passed on his way.

An excellent example of this second type of agent on the Illinois Central System is Edward W. Brown of Rockford, Ill., Wisconsin division. Mr. Brown's case is unusual and exceptional, rather than typical of even the best agents, for his opportunities have been greater than most and his wealth and previously won standing in the community have made less difficult the tasks he has attempted. His achievements have been so remarkable that it is doubtful whether any exact parallel exists among agents anywhere in the country.

One Man's Achievement

Mr. Brown helped to drag the Illinois Central into Rockford, after preliminary plans had routed it another way; he bought its right-of-way; he has been its first and only agent; he has found it possible to advance the interests of the company and of Rockford, and his own personal fortunes at the same time; and he has made the prosperity of the Illinois Central in Rockford of so enduring a nature that it will continue long after he has been gathered to his fathers.

In a nutshell, Mr. Brown's plan of killing three birds with one stone has been to encourage the location of factories on the company's land and on his own, to link these factories to our line by side-tracks and then to let the Illinois Central's superior service hold the business he had made for it. As a result of the strategic location of factories which he has arranged, the Illinois Central is assured of the bulk of their business as long as they keep running—and the diversity of the factories makes it sure that at least a large proportion of them will keep running all the time.

E. W. Brown

Rockford, with a population of 70,000 persons, more than half of whom are of Scandanavian descent, is a thrifty manufacturing city with an unusually large number of factories for its size. It has in the neighborhood of 350 factories—about one factory for every 200 inhabitants.

High Standing of Illinois Central

At the present time, largely due to Mr. Brown's untiring efforts, the Illinois Central—which was the fourth road to build into Rockford—serves more industries in Rockford than any two other roads entering the city. In the past, it has not been unusual for the Illinois Central's business out of Rockford to surpass the business of all the other roads combined. The Illinois Central has thirty miles of side-tracks serving industries in Rockford. In ordinary times it operates three switch engines

with full crews. It has 600 feet of frontage on South Main street, which is the main thoroughfare for railroads, the hotels being located just north of the stations; the other lines have not more than 200 feet of frontage each. The Illinois Central has yards for switching in West Rockford three-quarters of a mile long without a street crossing. In the five miles of Illinois Central belt line, there is only one small tract unoccupied by factories. The belt line is covered with industries from one end to the other, as well as the side-tracks which lead from it.

It was not just an accident that these factories clustered along the Illinois Central. Mr. Brown is not the sort of man who believes in sitting down and waiting for something to happen. He is eternally busy—even today, at the age of 64—but he handles himself like a man of 40, and he manages to get a great deal done.

Puts Factories Along Our Line

In all his transactions—and they have been extensive, as he seems to have some interest in, or to have sold land to, at least half the industries in Rockford—Mr. Brown has always purchased manufacturing sites lying along the Illinois Central belt line or side-tracks, thereby giving the Illinois Central the benefit of these industries. With his brother, Frank R. Brown—reputed to be even better off than E. W. himself—he bought 350 acres of land in the southeastern part of Rockford, running west from Rock River for two miles and a half. This land was beautifully located for manufacturing industries—level as a floor and easily served by railroad—and today there are seventy-five large manufacturing institutions located on this one tract of ground, which is served, of course, by the Illinois Central belt line.

Mr. Brown has since bought several other tracts, paying as high as $1,750 an acre, and has made terms which have drawn manufacturing institutions to them. It is said to be a fact that he has bought and sold more factory sites in Rockford than all the real estate agents and other dealers combined.

It might be remarked here, incidentally, that Rockford has assured its own prosperity by having a diversity of factories and by having most of them controlled by local capital. Only a small percentage of the industries in Rockford came from the outside or are controlled by outside capital. Rockford's pre-eminence in furniture manufacturing, for example, is largely because its expert Scandanavian wood-workers are in the business for themselves.

Some Assets of Rockford

Rockford has five large knitting mills, which turn out 20,000 dozen pairs of stockings daily. Twenty-five hundred workers are employed. Mr. Brown is interested in three of the mills. Rockford has thirty-two furniture factories and twenty large machine shops. It has the largest gas stove plant in the United States, and that plant is on ground owned by the Illinois Central. Rockford has a $20,000,000 implement concern. And so on. The list could take up considerable space.

In addition to encouraging home industries, Mr. Brown has been instrumental in bringing several large industries from other cities—a machine and tool company, employing 300 hands, from Beloit, Wis., a company employing 600 hands, from Chicago, and others equally as important.

It is not on record that the Illinois Central has ever regretted entering Rockford, but it is a fact that it came near to missing Rockford and that the efforts of Mr. Brown and his father were largely instrumental in influencing the change in plan.

When the Burlington condemned the right-of-way of the Illinois Central, in 1885 or 1886, from Portage to East Dubuque, the trial took place at Galena, Ill., and Mr. Brown's father, Judge William Brown, twenty-one years a circuit judge, presided at the trial. There the judge became acquainted with Stuyvesant Fish, president of the Illinois Central, and with E. T. Jeffries, then general manager.

How Survey Was Changed

When the Illinois Central decided to build the line from Chicago to Freeport to serve the Western Lines, the survey left out Rockford, just as Elgin is left out at present. The survey made at that time passed below what is now Camp Grant, south of South Bend, crossing the Rock River at Hoisington Rocks. When it became known that the Illinois Central was going to build, a committee of business men and manufacturers of Rockford waited upon Mr. Jeffries and tried to persuade him to have the Illinois Central run through Rockford, but without avail. A second committee waited upon Mr. Jeffries, but with the same result.

When Judge Brown heard of this, he called in his son, E. W., who was an alderman of Rockford at the time, and gave him a letter to present to Mr. Jeffries. This letter was an invitation to Mr. Jeffries to visit Rockford as

the guest of Judge Brown and to meet some of the manufacturers and business men at his home. E. W. Brown presented this letter to Mr. Jeffries, and the latter, after demurring, finally decided to make the trip. He brought Isham Randolph, chief engineer of the C., M. & N. Railroad, with him. Several manufacturers and business men of Rockford met Mr. Jeffries at Judge Brown's home that night for dinner, and before Mr. Jeffries departed the location for the right-of-way was picked out through Rockford.

Bought Most of Right-of-Way

At once E. W. Brown and others began buying right-of-way, but at the end of thirty days Mr. Brown was the only one left at the work. In all he bought right-of-way for about thirty-five miles of main line, as well as the right-of-way through Rockford. The average price paid farmers was $5,000 a mile, as the survey ran diagonally through the farms.

Three lines preceded the Illinois Central into Rockford, the first in 1857, when Judge Brown was mayor. The first Illinois Central train reached Rockford from Freeport in 1888. The first two carloads of freight moving in were a carload of yarn from Macon, Ga., and a carload of watermelons from Texas—and the Illinois Central has had this yarn and melon business into Rockford ever since. Mr. Brown was appointed agent at that time, and he has served the company at Rockford in the same capacity since—a record of about thirty-five years.

It does not need to be pointed out that Mr. Brown's activities have made him a civic benefactor of Rockford as well as an influence for the Illinois Central's prosperity. In addition to encouraging the building of factories for his native city and building factories and warehouses on his own account, he has served the city seven years as alderman and three terms as mayor, and now is serving as president of the park board.

Cooked Own Picnic Dinner

Mr. Brown is a great mixer. He seems to know everybody in town, and when he drives along the street he is kept busy waving to his friends. One of his greatest pleasures in years past was to give, with his brother, Frank, a yearly picnic for the shippers, the business men and manufacturers, of Rockford, in addition to which he invited Illinois Central representatives. This annual picnic was held at the bungalow on Mr. Brown's farm, not far from town, and the brothers always insisted on doing the cooking themselves. June 15, 1911, for example, they fed 275 persons at the first table and about 40 afterward. They served 28 gallons of clam chowder, 2 bushels of new potatoes in cream, 1 bushel of sifted early June peas, 117 pounds of filet of beef with mushrooms, 110 pounds of baked ham, and coffee, cigars and ice cream in proportion.

The cooking took almost two hours and required forty-five feet of running charcoal fire. Ninety automobiles were required to get the crowd to and from the picnic.

Mr. Brown, although he has discontinued the picnics, still gives occasional little dinners to his friends at which he does the cooking himself.

A Real Representative

Loyalty to the company has been a large factor in Mr. Brown's success. His relations with the various officers have always been pleasant. Perhaps his closet friend was the late President J. T. Harahan. Occasionally his plans for expansion at Rockford have failed to meet satisfactory support in Chicago, but he has generally managed to get the tracks or the money needed because he has always been in a position to carry on the project on his own

Gentle? Oh My!

Conductor R. L. Scott, Flagman W. R. McNally, Brakeman E. P. Woolard, Engineer O. C. Walker and Fireman James Spann of the Tennessee division recently demonstrated their gentleness in the handling of freight trains. The test was not with an impact register, but with a dozen loose eggs.

Furniture belonging to W. E. Cummins of Sharon, Tenn., moving in I. C. 48430 from Wickliffe, Ky., to Sharon, Tenn., contained one kitchen cabinet, in one drawer of which one dozen loose eggs were unintentionally left. The eggs were forgotten until the shipment arrived at its destination, when, to the shipper's surprise as he opened the drawer, all the eggs were found in perfect shape.

The members of the crew have been commended for their good record in this instance, which seems to indicate that they have no need whatever for the impact register, recently described in this magazine.

account if the company failed to indorse it. Such independence, however, has never led him astray; on the contrary, it has netted for the company well-paying team tracks at the station and profitable industrial tracks in the factory district; in one case, at least, it meant taking away business from under the nose of a competitor which was a little slow about putting in a side-track for a factory right along its own line.

Mr. Brown has great confidence in Illinois Central stock as an investment, and he has shown his confidence by becoming a stockholder.

Station Is Efficient

The Rockford station employs a force of about sixty persons. H. R. Aufdenspring, assistant agent, attends to much of the routine work and the operation. R. A. Wheeless is ticket agent. Elmer Rightor, chief rate clerk, has been in the work about thirty years. J. E. Connors has been yardmaster for about fifteen years. The freight office is neat, well lighted and heated, and efficient. The workers on the loading platforms *have* to be efficient in order to dispose of the steady run of business. In short, Rockford is a station worth studying as an example in organization.

The organization is a reflection of Mr. Brown's own personality. He is a builder. There is a difference betwen merely *starting* a business and *establishing* a business; an established business is one which has taken root. Thanks very largely to the inspiration and the activity of Agent Brown, the Illinois Central has become *established* in Rockford.

Saving $9,000,000 a Year for Our Patrons

The following quotation is from Things to Talk About, our monthly bulletin of information.

Although the railroads as a whole failed to realize the statutory net return during any month of the past year and the total net income of the year was insufficient to meet fixed charges, with no allowance for dividends and property investments, the roads have taken an important step in the lowering of rates. In addition to putting into effect the reduction in hay and grain rates ordered by the Interstate Commerce Commission, they have reduced rates on agricultural products generally. Both reductions were made effective January 1.

A further saving in the nation's transportation bill comes about through the removal of the government's war tax, also effective January 1. While this is an effective way of reducing rates to railway patrons, the railroads do not suffer thereby, for in the collection of the tax they have acted as agents of the government and the tax has not been taken into income accounts.

It is estimated that these reductions in transportation costs to railway patrons will mean a benefit to Illinois Central System patrons of about $9,000,000 in 1922.

Shippers of farm products on the Illinois Central System will benefit by more than $4,000,000, according to preliminary estimates. The estimate, based on the business of 1921, is $4,129,551—roughly speaking, a general saving of 10 cents on the dollar. Of this estimated saving to our shippers, $1,250,000 is accounted for by the reductions in rates on hay, grain and grain products in the territory designated by the Interstate Commerce Commission in its decision. The remainder, $2,879,551, is the estimated saving to our shippers in the balance of our territory resulting from the 10 per cent reduction in rates on farm products.

The removal of the war taxes—3 per cent on freight charges and 8 per cent on passenger fares—will reduce transportation costs to Illinois Central System patrons about $5,000,000 in 1922, it is estimated. During 1921 the Illinois Central System collected for the government $2,960,000—in round numbers, with the December sum closely approximated—as a war tax on the freight handled by the system. The war tax on passenger fares on the Illinois Central System amounted to approximately $1,940,000 in 1921, making a total of both freight and passenger war tax collections of $4,900,000. The total war taxes collected by this system for the government in 1920 were $5,338,329.41, or $3,084,072.54 for freight and $2,254,256.87 for passenger business.

The railroads of the country in 1920 collected $232,809,963.16 as war taxes on their business and turned it over to the government.

Lincoln Shrine Stands at Hodgenville, Ky.

Illinois Central Alone Serves Town Where He Was Born and Where He Spent His Boyhood Days

THE Illinois Central is the only railroad serving Hodgenville, Ky., where is preserved the old log cabin in which Abraham Lincoln was born. Tourists from all parts of the world make the trip there to see the birthplace of the former president of the United States.

The old log cabin is in its original position, on a hill that dominates the surrounding ground which was formerly the Lincoln farm. It is protected from the elements by a memorial building.

The old Lincoln farm is now the Lincoln National Park. It was deeded to the government by the Lincoln Farm Association upon consideration that the land and buildings thereon be forever conserved. The Lincoln Farm Association had purchased the property after raising a public subscription of $385,000. All of this amount, except $48,000, was spent for ground and improvements. The latter sum was left as an endowment to care for the park.

There is nothing in the park that rivals in interest the old log cabin in which Lincoln was born. Its history is as romantic as the life of the child who left the cabin destined to become the president of the United States.

Many Changes in the Old Cabin

A family by the name of Harrison lived in it after the Lincolns moved to Indiana. It was then vacant for several years. In the early sixties, shortly after Lincoln was chosen president, George Rodman, an admirer of Lincoln, bought the old cabin from Richard Creal, and moved it to his property, about one and one-half miles from the Lincoln farm. It was first used as a shelter for negroes, and later as a tenant house. Two terms of school were taught in the cabin in 1872 and 1873. John Davenport married the school teacher in 1875, and they kept house in the cabin until 1894. That year it was purchased by A. W. Dennett and moved back to the original site on the Lincoln farm.

The cabin rested on the old foundation only a short time. In the same year it was

taken down, and the 143 pieces were marked and shipped to the Nashville Centennial. It was moved to Central Park, New York, and again exhibited at the Buffalo Exposition in 1901. It was then purchased by David Creer and stored in the Poffenhausen mansion on Long Island. In 1906 the Lincoln Farm Association came in possession of the cabin, and shipped it to Louisville, Ky., where it was one of the features of the Homecoming Celebration. It was stored in Louisville until the laying of the cornerstone of the memorial building which was to shelter it, when it was returned to the Lincoln farm at Hodgenville. It was taken back to the original site for the ceremony and immediately returned to storage until the building which houses it was dedicated in 1911.

Cabin Now in Memorial Building

The memorial building was designed by John Russell Pope. The material used is Stony Creek Connecticut granite.

Within the memorial building now stands the humble 1-room cabin in which Abraham Lincoln was born. With the exception of inscriptions on the walls of the memorial building, a card index cabinet in one corner and a chain around the cabin, there is nothing to detract the attention of the visitor from the chief object of the memorial building.

The original dirt floor has been covered with concrete, so that it will remain permanent. A post has been set vertically in the center of the floor to mark the exact spot for replacing the cabin when it is moved for exhibition purposes.

The government has placed a keeper in charge to look after the property, to give a brief history of the cabin to the visitors and to keep vandals from taking souvenirs.

A stroll about the Lincoln National Park is indeed interesting. All of the natural elements that contributed to the early environment of Lincoln have been retained.

There is the old rail fence which borders that portion of the Jackson Highway passing through the park. Lincoln was too young to take part in the splitting of the rails that made this fence, but doubtless he watched his father wielding his crude ax

Cabin Was Built Close to Spring

The spring that furnished the Lincoln family with water is still to be found. It is yet highly praised by the neighbors on account of its excellent qualities. The cabin was built close to this spring.

There is the "path of the barefoot boy," the old mill, Knob Creek, from which Lincoln was saved from drowning when a lad, and the old millstone on which was ground the meal for the daily bread of the Lincoln family.

From the time that the memorial project was launched to the date of the acceptance of the park by the United States government, three presidents visited the birthplace of Lincoln and took part in the exercises appropriate to the occasions. President Theodore Roosevelt presided over the ceremonies at the laying of the cornerstone, February 12, 1909. President William H. Taft attended the dedicatory services November 9, 1911, and the formal acceptance of the Lincoln farm as a national park was by President Woodrow Wilson, September 4, 1916.

A Case of 'Vaporation

The keeper tells of a tourist from Chicago who came to view the birthplace of Lincoln.

A fine automobile stopped in front of the memorial building, and the Chicagoan walked up the steps with his negro chauf-

Cabin in Memorial Hall

The Old Lincoln Mill and Swimming Hole
The Path of the Barefoot Boy
The Lincoln Spring

feur. They entered the building, and stood admiring the log cabin.

"Tom," the man from Chicago said to the negro, "what do you think would have happened if we had come up here in our car when the Lincoln family was living here?"

"Don't you think," he continued, "that Mr. Lincoln would have poked a squirrel rifle through that lone window, and filled us full of lead? Or would he have hit out for the woods back behind here?"

The negro scratched his head and seemed to be in deep thought for a short time. Then he said: "No sah, Misto Lincoln would have just 'vaporated, dat's all.

Ditcher Is a Help in Maintenance Work

By L. H. BOND,
District Engineer, Chicago

The problem of proper drainage is as old as the railroads; without adequate ditches the track cannot be maintained at a high standard.

The original ditcher, a shovel in the hands of a more or less efficient laborer, has seen its day and is being rapidly replaced by modern machines. The team and scraper did good work through this same period and can still be depended upon under certain conditions, but this method is slow and expensive.

The modern machine, operated on the rails, consists of two major types, the dipper, or loading, type and the wing, or drag type. Either of these types can be operated throughout the year provided the frost is not too deep. The American ditchers, working in pairs, have materially changed for the better the ditching conditions on this railroad. This machine is well known.

Now comes the Jordan spreader with ditcher attachment. The spreader itself is not new, but the ditcher wing is, at least on the Illinois Central. An exhaustive trial was made early in January on the St. Louis division, between Texas Junction and Sand Ridge. This location was selected on account of having about the worst conditions that could be encountered from a ditching standpoint and affording a good opportunity because of lack of interference with regular train service.

The machine pictured herewith is a special type flat car, with cylinders, guides and wings arranged so that one man can handle the entire operation in a most satisfactory manner. A work train consisting of an 800-class engine or larger, together with caboose and crew, is all that is needed in addition to the spreader and operator. The power is all furnished by the locomotive. Air from the air pump operates the wings, and the ditching motion comes from the tractive effort. The ditcher wing and folding parallel retainer are lowered in the ditch at a point some two or three hundred feet from the

Ditcher at Work on the St. Louis Division

outlet end. The train is moved in the outlet direction, and the load is discharged outside the cut. This is repeated until the ditch is satisfactory.

The average load discharged from the wing is about eight cubic yards, and it can be deposited on the fill in the form of banking to the true cross-section. By this method a true ditch is formed, the wing cutting on true lines to the railroad's standard design. The possibilities in short cuts and those involving not more than 1,200 feet of haul are more promising than by any other known method.

The trial demonstrated that in excess of 100 cubic yards can be moved per hour on an average haul of 1,000 feet at a cost of about 10 cents a yard; under more favorable conditions, more yardage at smaller cost is possible.

The saving in maintenance through proper drainage is direct, and the advent of economical machines that involve practically no labor is of such value to railroads that a program of ditching can be laid out the same as for the placing of rail, ties, ballast, etc. We hope to obtain results in ditching this season in excess of former years.

Showing the Glory of the Commonplace

About Forty Years Ago
Two Perfectly Normal Young People
Started Out Living.
The Boy Was Not a Genius.
The Girl Was Not a Ravishing Beauty.
They Were, Both of Them,
Just Healthy, Wide-Awake, Up-and-Doing Kids.

Of Course, They Got Married.

There Wasn't Anything Unusual
About Their Married Life.
The Girl Did Just What Any Other American Girl
Might—or Has to—Do:
She Washed Dishes, Swept Floors, Dusted Furniture,
Fought the Grocer, Gossiped Now and Then
* * * * And Had Babies. * * * *
If She Was in Any Way Remarkable
It Was in Saving a Little Money Every Month.

The Boy Was Just as Commonplace
In His Way. * * * *
He Kept Plugging at a Plugger's Job.
He Kicked About the Dinner Now and Then,
Bought a Car Before He Could Afford One
And Sold It Two Months Later.
Called His Boss a Slave-Driver Before His Wife,
And Then Made Her Ask the Boss to Dinner.
* * * * The Only Thing About Him That Was Odd—
And, at That, It Wasn't So Very Odd—
Was a Hobby He Cultivated of Studying the Bond Market
And Buying One or Two Bonds of the Sensible Kind
Every Now and Then. * * * * * * *

Evenings, Nowadays, They Spend a Good Deal of Time
Looking Back. And Mostly at the Time
When They Had to Do Without
To Insure What They Wanted Later On. * * * *
They've Still Got That First Bankbook.
The Receipt for the First Bond They Ever Bought
Is in a Gilt Frame, and Hangs on the Wall
In a Room Upstairs. * * * * * *
* * * The Grown-Up Boy Likes His Work Too Much
To Retire; and the Grown-Up Girl,
Although She's Sometimes Just a Little Lonely
What With Her Children Gone, Likes "Him" Too Much
To Ask Him to Retire. * * * * *
They Haven't Got a Million Dollars, but They've Got
Enough.
And They Attribute Their Income to That First Bankbook
And That First Bond.

And I Don't Know Why I Tell This Story
Unless It's Out of a Sort of Veneration for
The Glory of the Commonplace.

* * * * * I Thank You.

—The Magazine of Wall Street, December 10, 1921, with apologies to K. C. B.

Hitting the High Spots in Seeing Europe

Miss Marion Waggener of Princeton, Ky., Illinois Central Girl, Gives a Summary of Her Trip

By MISS MARION WAGGENER, Clerk to Supervisor B. & B., Princeton, Ky.

I THOUGHT I knew what it was to feel good-by" when I said "good-by" to my friends the afternoon of June 10, 1921—I thought it was "good-by" when I said "good-by" to the family, and Princeton, the early morning of June 11—it was another "good-by" when I left our Illinois Central at Louisville, and later left Kentucky for West Virginia—but it was not until the afternoon of June 18 that I, for the first time, knew what "good-by" really was.

It was then I stood on the deck of the Rochambeau, and with her sailed out of New York harbor, past the Statue of Liberty, bound for strange lands.

We had sailed about 4 in the afternoon, and it was just at a glorious sunset that the last sight of the Statue of Liberty might be caught—and, as her uplifted torch fell behind the water curtain, it was at that minute that I knew what "good-by" was, and *that* was the only minute of the whole summer that I would have turned back.

I cannot go through the entire trip, nor can I pick out all of the most interesting things; so we will just bundle up our imagination, and hit Europe in the high spots.

Ten days and three thousand miles were covered, and we stepped ashore at Le Havre, "foreigners" for the first time in our lives. At first we were bewildered.

Memories of Joan of Arc

Le Havre is the second port in France, about six hours from Paris by rail. Midway between Le Havre and Paris we passed through Rouen—Joan of Arc's Rouen—and it seemed to me that day that this was the most peaceful and beautifully picturesque country in the world.

Then Paris—Paris of the Louvre, the Invalides, the Madeleine, the Opera, the Panthenon and the Luxemburg, of Napoleon, and of Worth and Paquin—all so wonderful!

I must laugh now when I think of all the illusions that were shattered for me last summer. I cannot say I was disappointed—more truly, I was surprised. Nothing was found as I had pictured—in all fairness, I had expected too much—and I found just ordinary people, not Cinderellas, and Queens, and Kings, and the sort; and I found villages, very like our own, and the cities! Really good "imitations" of our own New York and Chicago.

Miss Marion Waggener

I believe one may see more stunningly gowned women on Fourth street in Kentucky's Louisville than on the streets and boulevards of Paris; and the evening at the Opera could not be compared in brilliance with one at our Metropolitan. (I think, however, these are generally conceded, but I went over with my old "fairy tale" vision.)

The Palace at Fontainebleau

Some 19 kilometers from Paris stands the majestic and beautiful forest of Fontainebleau and the fortified chateau built by Louis VII in 1162. It was Francis I, however, who in the 15th century converted the medieval fortress into a palace of almost unparalleled extent and magnificence. The exterior is less imposing than that of some other edifices of the same period, but the interior, which was decorated by French and Italian artists, is deservedly much admired.

In the early part of 1920 the French government extended the use of this palace to 250

music students from America, who might reside there to be under the tuition of the faculty of the Conservatory of Paris (to which only French are admitted). These scholarships were awarded through the governors of the states, and a Princeton girl, Miss Mary Eliza Dudley, was a fortunate recipient. I visited her in her "palace" home, and it was from the window of her room in the left wing, added by Henry IV, that I took the picture of the front of the palace.

* * * * *

Leaving Paris early in the morning of July 1, we started on what I cannot call a 2-day trip, but rather a pilgrimage—a visit to the battlefields of Northern France, Flanders' Field—the Gethsemane of our civilization, where again, by the crucifixion of Right and Truth, embodied in those thousand souls in khaki and blue, another triumph was won.

Battlefields Not Commercialized

When I think of ourselves at home, and then of the days spent in the war zone, I almost shudder. Never in all my life do I remember having been affected as I was then. It was all so different from what I had expected, and never had I realized just what it was and what it meant to be an American until I spent a night in the Argonne Forest.

I thought that very night of you at home, and then wondered if these poor French natives would ever be able to enjoy anything of life again! They seemed contented—yes, but such placid and absolutely resigned contentment struck me as being the most pathetic thing I had ever noticed.

The battlefields have not been commercialized, as I had expected, nor did we find there a throng of tourists. It will sound rather strange, I am sure, but we did not pass more than five or six cars on our whole trip through the war zone.

I had expected to see throngs of Americans pouring forth their American dollars (a favorite phrase of some journalists) and expected to find stations on every hand where souvenirs and trinkets of the battlefields would be sold at prohibitive prices—but it was not so.

Instead, everyone was at work clearing the debris. When I would look and see nothing but the shattered walls left of an entire village, and see the people wave at us and smile over the ashes and dust of what was once their home, I wondered if they were not the most wonderful people in the world. Surely there's many an unhonored hero among them.

A Night in the Argonne Forest

I have a picture of one old man taken in front of the doorway of his house which was used by the German crown prince as his observatory at Montfaucon. Of course the house had been rearranged for the crown prince's convenience—three additional cellars dug, etc.—and on this day the old man was there

Cemetery 165th U.S. Infantry, Nesles, France
Monument in "Trench of Bayonets," Verdun
Erected to the American Doughboy at Flirey by the people of Lorraine
Memories of
Cart hauling debris on Rue de Cardinal, Rheims
Memorial to U.S. Marines, near Belleau Woods
Verdun!
the War.
Repairing Trinité Church, Paris, wrecked by 70 mile "Big Bertha"
Owner of German Crown Prince's Observatory at Montfaucon

clearing up the debris, getting ready to rebuild just as it was—his home—before the war.

The night spent in the Argonne was at the home of General Poi, formerly of the French Army. During the war this house had been used as headquarters of the "Lost Battalion."

Since it was not a large house it was necessary for some of our party to "pallet" for the night (just now I don't remember how we drew lots), and it was my fortune to take to the floor. But necessity, always the mother of invention, inspired a suggestion from a kindly member of the party that a table be used, and a table it was, with four feather beds laid crosswise, and one to cover with. No danger falling off even a higher "bed," for we had driven some hundred miles in an automobile that day.

This table was a wonderfully carved piece. It had been used in Major Alexander's office, and over its top, no doubt, had been planned and studied the route of the last journey of many a German son!

* * * * *

An Independent Little Nation

Switzerland is like the pretty maid whose face is her fortune—not only because its beauties year by year attract visitors who spend in it enormous amounts of money, but chiefly because its protecting, invigorating mountains, its fertile valleys and useful lakes, have enabled the Swiss themselves, through the centuries, to develop into a sturdy, free and industrious nation.

There are today about three and one-half million Swiss—much less than the population of New York—but they have lived independently in the midst of powerful neighbors who have tried to annex their country in times past.

Three-fourths of the whole country is covered by mountains. The Alps are in the south; the Jura, on the French border; the Swiss Plateau, in between. Both the Rhone and the Rhine rivers have their sources here and, together with the Aar, drain the greater part of the land.

While each of these rivers is invaluable in its contribution to the country's marvelous scenery, unfortunately not one of them is navigable. The climate varies in many stages from the perpetual winter of the snowclad Alpine heights to the summer atmosphere of the vine-producing valleys of the south.

Not So Many Swiss Farmers

The Swiss were once almost exclusively a pastoral nation, but today only 29 per cent of the Swiss are engaged in agricultural occupations, so that they produce only sufficient foodstuffs to support themselves for about six months in each year.

It is a remarkable and interesting feature of the country's farming activities to know that there are nearly 300,000 peasant proprietors distributed throughout the various cantons today.

An unkind Nature has denied the country coal; the small quantities discovered in the

last few years are so limited as to be almost negligible. Undismayed by this lack, however, the ingenious inhabitants have yoked the energies of the mountain torrents, and many a roaring rivulet contributes to the 380,000,000 horsepower of energy now available from water.

Lacking navigable rivers or sea coast, the Swiss have laid down one of the most admirable systems of railroads to be found anywhere, and this in the face of considerable natural obstacles, too, for bridges, erected in spite of difficulties, span gorges sheltering raging torrents, while even the mighty Alps have found their majesties undermined by a series of wonderful engineering feats, the best known being the St. Gothard tunnel.

Longest Tunnel in the World

This tunnel was constructed in 1872-80 at a cost of some 57,000,000 francs ($11,350,000). It is 28 feet broad, 21 feet high, and 9¼ miles long, which is 1⅔ miles longer than any other tunnel in the world. It is lined throughout with masonry, double tracked and lighted throughout by lanterns, placed feather fashion, at intervals of some hundred feet. The central point is, I believe, said to be some 3,800 feet above sea level, from which it descends on both sides about 6 feet in each thousand, and it is about 6,000 feet below the top of the mountain to the base of the rail.

The air in the interior is fresh and free from smoke, as only electric trains are used, and the temperature remains about 70 degrees Fahrenheit.

We entered the tunnel at 1:12 p. m. and came out at 1:26 p. m. How thankful I was the Alps were not over the Kentucky division!

Saw the Lion of Lucerne

The "Lion" is inseparable from the history of Lucerne, and it was the one thing of the trip that was more nearly as I had expected. One may recall the history—that during the Revolution in 1792 the French King, who had learned to rely on the Swiss, had formed a guard of honor of trusty yeomen from Lucerne; when the mob stormed the Tuileries Palace, August 10, 1792, these Swiss guards stood firm at their posts, defending with their lives King Louis XVI; one after the other, they were massacred, and the guard was almost wiped out. This dying lion (twenty feet long) reclining in a grotto, transfixed by a broken lance and shielding the Bourbon lily with its paw, is hewn out of the natural sandstone after a model of the Dane, Thorwaldsen. A spring at the top of the rock flows down and forms a pool at the base. I have never seen agony so wonderfully and truly depicted in stone as is portrayed by the features of this dying lion.

On Getting Identified

One of the most pleasant experiences of the summer came to me at Lucerne. It was after dinner. I was in the salon when I heard a pleasant voice inquire of some members of my party for the "young lady from Kentucky." I was, of course, interested and approached her with greeting. Through the excitement, I remember the conversation something like this:

"Are you from Kentucky?"

"Yes."

"From what part?"

Now in the beginning of the trip I soon learned these to be the usual questions, and had decided that "In the western part, near the Purchase" would be definite enough to be satisfactory, for I dared not presume that "Princeton, Kentucky" would be recognized. So in this case, my usual answer was given.

"Oh, near Paducah?" she asked.

And, even with that, I didn't, for some reason, mention Princeton. I explained, "Yes, just forty-five miles north, on the Illinois Central."

"Near Princeton?"

"Oh! I *am* from Princeton!"

"Do you know a Mrs. Waggener?"

"My mother!"

(Only one who knows me can know how nearly I dropped.)

"Then, are *you* the little deaf girl?"

She was Mrs. Carl Frost of Jackson, Miss., and had known of the wonderful accomplishment of my mother in teaching my sister, who has been deaf since infancy. It was truly a wonderful coincidence that we should have met as we did in Lucerne.

Dreadfully hackneyed, but none the less true, is the saying that after all the world is not so large.

* * * * *

"Beyond the Alps lies Italy!" Our first sight of the country came as we emerged from the Alps, and the impression is that an enchanted garden lies before, for the verdure, the many lakes and the lovely rolling Lombard country seem like a sudden mirage after the rugged scenery we had just left behind.

Lombardy has been justly celebrated for its lakes, and the beauty of Como, Maggiore and Lugano has been extolled for centuries.

Venice - Plaza of St. Mark's and its pigeons. In center distance, Palace of the Doges.

Venice - St. Mark's Cathedral

Pisa - The Cathedral and its leaning bell tower, which is 130 ft. high, and 13 ft. 5 ins. out of plumb.

Rome - St. Peter's Cathedral
A Glimpse of the Vatican to the right....

Rome - Roman Forum, Showing three columns of Temple of Castor & Pollux

Milan - The Cathedral

From Sunny Italy.

Genoa - Statue of Columbus

Rome - Interior of Colosseum

Florence - "Ponte Vecchio" and "Lung'Arno"
(The Old Bridge and "Along-the-Arno")

The chief city in the Lombard plain is Milan, and its principal ornament, the cathedral, which draws thousands of pilgrims with its forests of spires, its lacelike facade and its impressive interior, is worthy of its fame. This lovely, huge, white marble pile looks as if the fairies had spun it in a million nights!

* * * * *

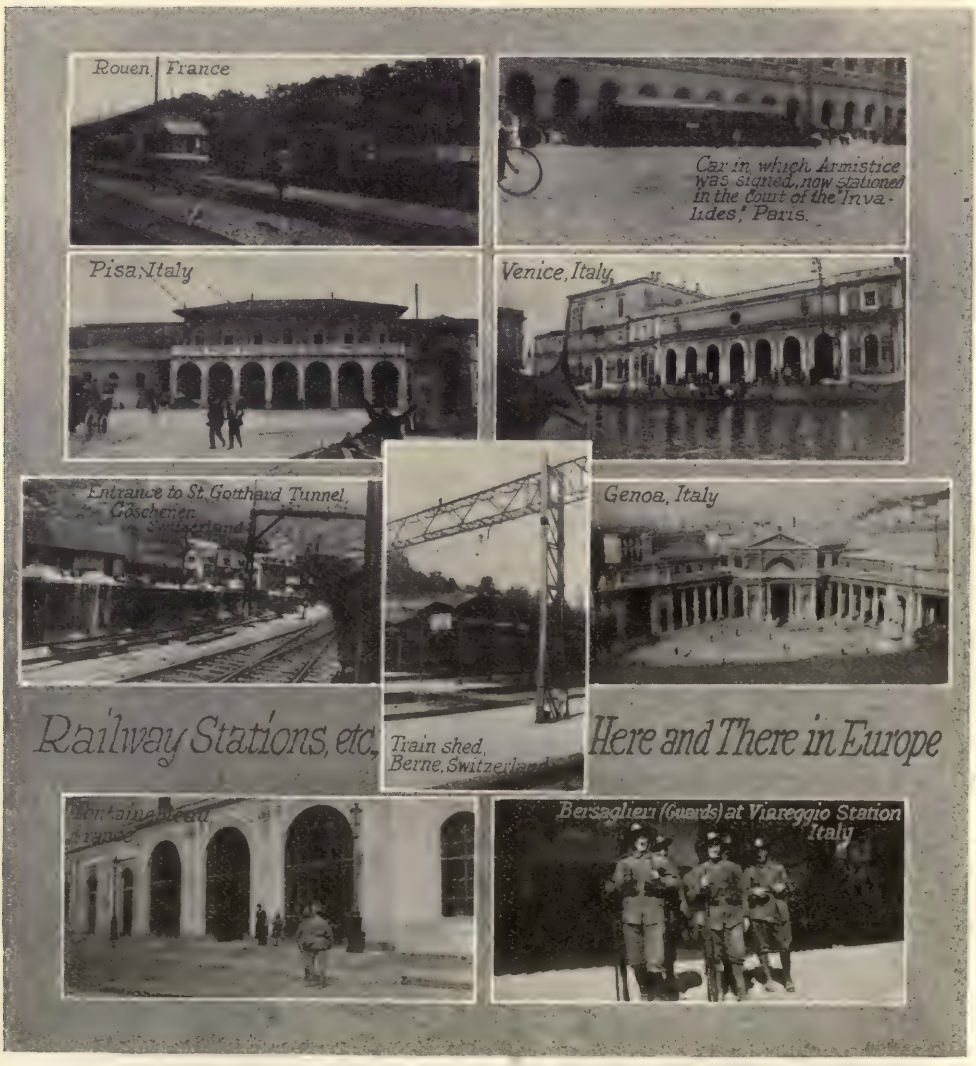
Venice is a by-word to travelers. The praises of its canals and lagoons have been written and sung since early troubadour days. I was disappointed—but then Niagara disappoints some! It is picturesque, but Venice *has been,* and this fact everywhere impresses us.

Somehow, I had always imagined that a ride on the Grand Canal in the moonlight would be the most marvelously romantic experience in the world, but—the moonlight was there, and so were the lapping of the waves, the train of gondolas gliding along, the gentle music of the guitars—but something was lacking! "Something" that was *not* in Italy!

* * * * *

Turning southward, a new vista of even richer beauty is discovered, and the "garden" of Italy—Tuscany—reveals one of the loveliest spots on earth.

In Florence, the ancient capital of Tuscany,



are united the beauties of a superb natural location and the most historic associations of the Renaissance.

In art it claims distinction as one of the greatest cities in the world, not only by virtue of its history but also as the present home of many of the great masterpieces of Italian painting.

In walking through the streets of Florence the visitor is ever conscious of the past greatness of the city. We see the house of Dante, the Ponte Vecchio where Cellini kept his little shop and worked his miracles in gold, the church—or rather the many churches——where Fra Lippo Lippi, Botticelli and Della Robbia worked at the great masterpieces which today draw throngs of reverent students of art to see them. We see the great piazza, bordered by magnificent buildings, where Savonarola met his death; we visit the convent at Fiesole where the great reformer lived and where also the gentle genius of Fra Angelico left its mark. On nearly every street one sees a ragged Tuscan palace, the most notable being that of the Medici; the peerless "lily" tower of Giotto, the vast cathedral, the innumerable gardens and the world famous art gallery make Florence one of the treasure cities of the world.

* * * * *

All roads lead to Rome!

Rome is, in truth, the Eternal City. We may say of it that its past, its present and its future are one. Time rolls back in Rome as in a book. We walk on the very dust of Caesar, and every step we take is on historic ground.

Rome brings Caesar as near to us as Napoleon; we walk across the place where Julius Caesar lived; we stand on the spot where he was stabbed by Brutus; we can walk down from the Capitol into the Great Forum and read Mark Antony's speech in the place where Antony spoke.

I shall not try to picture the Forum—I suppose there is no site on earth in which is concentrated so much history of the world.

But as the history of Rome was submerged by the coming up of other nations, so the very monuments of Rome were buried in the dust of centuries. I was amazed as I stood amid those ruins and tried to picture what the place was once upon a time. Imagination almost reels to think of the splendor of the place when Rome was Rome.

And while Rome lived in pomp, with her *emperors* on thrones of gold, her *conquerors* were hiding under ground. Down in the tombs were the persecuted Christians, driven to worship and perhaps to live among the dead. Forty groups of catacombs have been found outside the gates of Rome, cut out, sometimes five deep, in the ground, so that we may walk about in them today at the depth of forty feet below the surface and walk so far in them that we would travel 500 miles.

Sic Transit Gloria Mundi

Down in these tombs were the persecuted followers of the Carpenter of Nazareth, whose apostles had been led outside of the gates to be crucified. The Romans would have laughed if someone had said that these poor men, hiding underground, were founding an empire greater than their own. But think of these two empires: At one time there were in Rome, on the same day, two men, Nero and Paul; Nero lived in a golden house; Paul was in prison, in chains; yet Nero's empire has gone, Paul's empire has come. Peter and Paul fill Rome today.

It was a wonder I cannot express, that here was a great civilization before Christianity; that Christianity came into the very heart of it and was crucified; that the civilization ceased to be, the greatest power on earth broke down, and the persecuted Christianity inherited its greatness, establishing its empire throughout the earth, for all ages to come, so that today, when the Caesars are dead and men store coal in their palaces and drink liquor in their tombs, the great glory of Rome is the tomb of a fisherman whom Nero crucified—St. Peter's Cathedral—the church of the Vatican.

* * * * *

From Rome to Pisa; from Pisa to Viareggio to Genoa; then out of Italy into France again at Aix-les-Bains, and on to London.

Here is where my memory fails—the going from Calais across the Channel to Dover, England! I *think* we went in a channel steamer; *I think* they said we were supposed to cross in a couple of hours; I *know* it took six hours, by clock, and ages by the imagination; and I *think* I heard someone say it was the roughest crossing in twenty-one months! At any rate —first a shiver—then a hot sweat—then a chill —then everything! At first I was afraid I *was* going to die, and then (and in a very few minutes, too) I was afraid I was *not* going to die! I forgot my sins!

Well, there's no use taking any more space trying to describe sea-sickness; it can't be

done. It has been said that there is nothing new under the sun, but I beg to differ. To one who has never been sea-sick, it *is* new!

Nothing Quite Like Home

So, to London at last! And in those few days were crowded many pleasures. I was away from my party then, with only a friend of my mother, and together we "did" London.

I can't decide whether it was because we were again among people with whom we could converse without signs and note-books and phrase-books, or whether it was because we had known what suffering was, and survived (I can't forget the Channel crossing)—at least something made London welcome.

From London to Shakespeare's country, Stratford-on-Avon; then to Warwick and Kenilworth; to learned Oxford, and then to Liverpool to board the Victorian for HOME!

Henry Van Dyke knew his business when he wrote:

"'Tis fine to see the Old World, and travel up and down
Among the famous palaces and cities of renown,
To admire the crumbly castles and the statues of the kings—
But now I think I've had enough of antiquated things.

"Oh, London is a man's town, there's power in the air;
And Paris is a woman's town, with flowers in her hair;
And it's sweet to dream in Venice, and it's great to study Rome;
But when it comes to living, there is no place like home.

"I know that Europe's wonderful, yet something seems to lack;
The Past is too much with her, and the people looking back.
But the glory of the Present is to make the Future free—
We love our land for what she is and what she is to be.

"Oh, it's home again, and home again, America for me!
I want a ship that's westward bound to plough the rolling sea,
To the blessed Land of Room Enough beyond the ocean bars,
Where the air is full of sunlight and the flag is full of stars."

ONE RUN 50 YEARS!

John A. Graney was born in Bristol, Conn., January 1, 1853. Seventeen years later he was employed as a fireman on the Illinois Central run between Champaign and Centralia. He had fifty years' continuous service on this same run before being retired December 1.

Previous to his employment as a fireman he had worked in the Illinois Central shops in Centralia and for the Indianapolis & St. Louis Railroad, which is now a part of the Big Four Railroad.

Six years after he had started firing on the Illinois Central he was promoted to engineer. In 1893 he was transferred to the passenger service, driving Nos. 2 and 5 between Champaign and Centralia. He has driven these same trains ever since.

Several months ago Mr. Graney was presented with an honorary membership badge by the Brotherhood of Locomotive Engineers after forty-three years of continuous membership in the organization.

Returns to His Old Love — Railroading

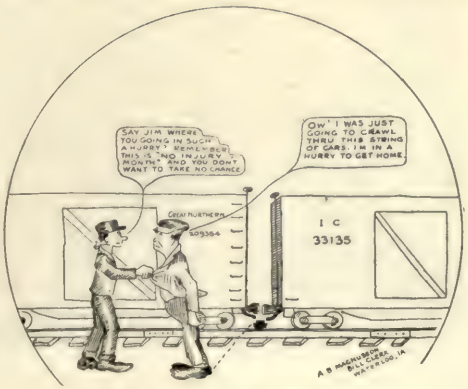
The following is from the Burlington (Iowa) *Hawk-Eye* of December 27:

Paul E. Odell is returning to his old love —railroading.

He leaves Burlington today for Chicago to take up his new duties with the Illinois Central. Mrs. Odell will remain in Burlington, at their home, 724 South Garfield avenue, through the winter, joining Mr. Odell in Chicago in the spring.

Paul Odell came to Burlington about two years ago as resident manager of the Shower Brothers Company during the construction of the great plant north of town. After the plant was constructed, Mr. Odell remained in charge of operations there until a few months ago. Before going with the Showers people, in 1919, Mr. Odell had been railroading for many years, and for seven years with the Illinois Central. He returns to that road, entering upon special duties in the office of the general superintendent of transportation.

During their residence in Burlington, both Mr. and Mrs. Odell have been prominent socially and have made many friends. Mr. Odell was active in fraternal and club work as well as in business; he is a natural "mixer" and leaves a large circle of acquaintances. For more than a year "P. E. O.," as he signed himself, has been a regular contributor to *The Hawk-Eye's* Sunday "colyum," "Breakfast Food."



An Echo From December

Springfield—a Lincoln City in Illinois

State Capital, on Our Lines, Has Many Reminders of Its Famous Former Citizen and President of U. S.

THE names of Abraham Lincoln and Springfield, Ill., are inseparably linked together. It was there that he lived and practiced law. His political ambitions were born there. It was from there that he went as chief magistrate of the nation. And his final resting place is there.

Springfield is rich with memorials of the martyred president. The most striking of them is the monumental tomb in Oak Ridge Cemetery. It was constructed with funds collected by the National Lincoln Monument Association, formed May 11, 1865. Sunday schools, lodges, army organizations, individuals and states made voluntary contributions. Construction was begun in November, 1899, and the structure was completed June 1, 1901.

The monument, built of Quincy granite, consists of a square base 72½ feet on each side and 15 feet 10 inches high. At the north side of the base is a semi-circular projection, the interior of which is the vestibule of the catacomb, and gives access to view the crypts in which are placed the bodies of Mrs. Lincoln, the sons and the grandson, Abraham Lincoln, son of Robert T. Lincoln. On the south side of the base is a similar projection. The interior of this is elliptical; it is called Memorial Hall. The entire base, including these two projections, measures 119½ feet from north to south, and 72½ feet from east to west.

Steps Lead Up to Terrace

In the angles formed by the addition of these two projections are handsome flights of stone steps. There are two on each end. These steps are projected by granite balustrades which extend completely around the top of the base, forming a terrace.

From the plane of this terrace rises the obelisk, or die, which is 28 feet 4 inches high from the ground and tapers to 11 feet square at the top. At the angles of this obelisk are four pedestals of 11 feet diameter which rise 12½ feet above the plane of the terrace.

Upon the four pedestals stand the four bronze groups which represent the four arms of the service: infantry, cavalry, artillery and

The Lincoln Home at Springfield

navy. A shaft rises from the obelisk, tapering to a square of 8 feet at the summit. A band, or chain, of shields passes around the obelisk and pedestals. Each shield bears the name of a state.

At the south end of the obelisk is a square pedestal, 7 feet high, which supports the statue of Lincoln. This pedestal is ornamented with the coat of arms of the United States and is intended to typify the constitution of the United States. Mr. Lincoln's statue above it makes the whole an illustration of the position he took at the outbreak of the Civil War.

The body of Abraham Lincoln is in a cement vault beneath the floor of the catacomb.

Lincoln's old home at Eighth and Jackson streets is kept intact in Springfield. It is open to visitors.

Places made historic by events in Lincoln's life while he resided in Springfield are marked by bronze tablets. There are thirteen of them, and each one bears his name, the event which took place at that location and the date.

A statue which represents Abraham Lincoln as he appeared on the morning of February 11, 1861, when he said farewell to Springfield, has been placed before the Illinois State Capitol.

Lincoln Tomb, Oak Ridge Cemetery

Monument to Lincoln on State Capitol Grounds

Illinois Central System Calls State Control of Rates Backward Step

There has been much discussion lately of bills introduced into Congress to take away from the Interstate Commerce Commission all authority over state rates. The proposed legislation, we believe, is unprogressive, impracticable and illogical.

Our Federal Constitution grew out of a generally accepted feeling on the part of the people that commerce among the states should be free. Our forefathers were convinced that nothing but ruin and chaos would result from a system which allowed one state to put restrictions upon the commerce of another state. The Federal Government was founded upon the theory that commerce and trade were national subjects and should not be subjected to local conditions. To that end the Constitution confers the exclusive power upon Congress to regulate commerce among the states. By a long line of Supreme Court decisions it is now thoroughly settled that a state must not be permitted to make any rate or regulation which will interfere with interstate commerce. The power of the Interstate Commerce Commission to condemn such rates which do discriminate against interstate commerce has been repeatedly upheld.

As a practical matter, everyone knows that a railway system traversing a number of states is operated as a unit. All its property is used in both interstate and intrastate commerce. Its revenues from both are commingled; its expenses as between the two classes of commerce cannot be accurately separated. It ought not to maintain upon its line as many separate and distinct systems of rates as there are states which it traverses. In the case of the Illinois Central System, passing through and touching fourteen different states, it is obvious at a glance that it ought not to have fifteen systems of rates, one applicable to interstate commerce, and fourteen others applicable to the commerce of the different states which it serves. If such a theory is sound, so far as the practical effect is concerned, it would be equally sound to say that each county traversed by the railroad should have the right to make a separate system of rates. Of course, there is a political difference as between the relation of counties to states and states to nation, but, as a practical matter, the two situations are analogous.

No one has ever been able to give any good reason why a passenger making an intrastate journey should pay a rate lower than or different from that of the passenger making an interstate journey, both occupying the same seat and receiving precisely the same accommodations. Rail-

roads in the United States have for a long time struggled against this divided authority. They have been subjected to a number of conflicting regulations, and have been greatly embarrassed and inconvenienced by the necessity of obeying the mandates of various state commissions on the subject of rates, many of which conflict with one another. In some instances state commissions have frankly announced their purpose to give to the people of their own state an advantage over the people of another state by making a discriminatory rate adjustment. In one western state, a state commission put out an order requiring the railroads to put up placards in their stations explaining how an interstate passenger could defeat the interstate rate by buying a ticket to a border line point, getting off the train, and re-buying across the border. All these considerations induced Congress, in the Transportation Act, to provide more convenient machinery than had theretofore existed whereby discriminations against interstate commerce could be removed, and whereby the states would be required to contribute their fair share toward the expense of maintaining the transportation machine.

While present legislation does not go so far, yet it is recognized by all thoughtful students of the problem that there should be but one body with power to regulate rates, and that the national body. There would still be left to the state commissions many important duties in connection with their police power. Their jurisdiction would be unimpaired as to service matters, such as operation of intrastate trains, character of station facilities, crossings, etc.

It is a great mistake to suppose that the control of rates by the Interstate Commerce Commission would make it more troublesome and expensive for patrons of the railroad to obtain relief. The Interstate Commerce Commission has more than a thousand expert employes, drawn from every section of the country, thoroughly familiar with local problems and competent to assist in the solution of rate questions. A petition to the Interstate Commerce Commission will in nearly every case bring one of these examiners almost to the door of the petitioner, where the complaint can be heard. The proceeding is informal, the expense is less, generally speaking, than is involved in going to the state capital to present a matter to the state commission, and no reason exists why the public generally should not look with favor upon a system which will insure fair, consistent and harmonious treatment of the rate structure of the country.

The removal of the war tax January 1 has had the effect of making a substantial reduction in both freight and passenger rates, and the railroads have placed in effect reductions in freight rates on agricultural products. They will continue to make reductions as often as they are able to do so without impairing their ability to serve the public.

Constructive criticism and suggestions are invited.

C. H. MARKHAM,
President, Illinois Central System.

The Railroad Labor Board, by a Member

Ben W. Hooper, Vice-Chairman, Explains Working of That Much-Discussed and Important Organization

There is a great deal of public interest in the workings of the United States Railroad Labor Board, particularly since this board received much of the credit for averting the railway strike threatened last fall. Here we have a summary of the board's organization and policies—the board's reason for existence—as outlined by Ben W. Hooper, former governor of Tennessee, member of the public group of the Railroad Labor Board, and vice-chairman in its organization. This speech by Mr. Hooper was delivered before the New York Railroad Club December 15 last.

Ben W. Hooper

IT is not my purpose tonight to bear in mind your connection with the great transportation business of this country. I prefer to think of you, on this occasion, merely as American citizens, far more deeply concerned about the welfare of your country than you are about the advancement of any private interest.

It is my belief that some of the mighty men who figured as pioneers in railway construction on this continent were inspired by ideals far more lofty than those of financial aggrandizement. They felt the thrill of conquering genius as they advanced across river and plain and cut their way through wilderness and mountain. In their wake, there followed such a tremendous flood of humanity as history has not recorded since the teeming millions of Northern Europe swept downward to the Mediterranean. But this westward movement of men did not have for its objective vandalism or war. It was an army of peaceful construction and development. On every side it brought blossoms and verdure to the land, and by the magic of strong wills and courageous souls there sprang up, in the wild places, cities and villages where the hum of industry and traffic mingled with the laughter and song of women and children.

Age of Pioneer Is Gone

But that splendid period, when those men of prophetic vision and Napoleonic action laid the foundations of an industrial empire and tied the oceans together with rails of steel, has passed away.

While railway construction is not by any means at an end, the problems of transportation in this day and time are widely different from what they were in the period just referred to. They demand, however, no less degree of courage, power and genius.

The people and their government gave aid and succor, financial and otherwise, to the railroad-building projects of earlier days. They also conferred upon the carrier great corporate powers for the successful operation of an enormous business that is, and must ever be, a monopoly. Not only is railway transportation essentially a monopoly, but it is a monopoly of a thing upon which depends the very life of our nation and of the individuals who compose it. Upon this fundamental fact is based all the regulative and restrictive legislation touching railroads that has ever been enacted.

A New Era in Railroading

In my judgment, it is a blind waste of energy for men to strive to bring about a return to the conditions surrounding railway operation a generation ago. We can no more return to those conditions than we can restore the other facts and features that went to make up

a somewhat crude and undeveloped country. There is no note either of elation or of regret in this statement. It is a simple recognition of the changes that time has wrought in the railway business, as it has in all things else American.

When every man's water supply was dipped with a gourd from a spring or lifted from a well in the old oaken bucket, there was no need of elaborate laws and ordinances regulating water systems. When the tallow candle was the sole dependence for illumination, our legislatures and city boards were not worried by the management or regulation of lighting systems.

When our country had only a few feeble steam railroads, running through sparsely populated and undeveloped domains, the need of restrictive legislation was not felt. But today, in a country of more than 100,000,000 persons, with railway lines stretching thousands of miles and criss-crossed like a gigantic spider web, with agricultural and industrial interests totaling in their output multiplied billions of dollars annually, there have arisen social and economic conditions that make the railway problem a challenge to the best minds of this age. So there need be no Alexandrian laments among railway men that there are no other worlds to conquer. It is true that these new and unconquered worlds present problems different from the old, and they must be attacked by railway men of a new type, armed and equipped in a modern way.

What Today's Executive Must Be

The railway executive of today not only must have the brains and the energy to conduct a vast business of intricate complexity, but he must continually deal with governmental agencies, state and national, and must handle sociological and economic questions of constantly increasing difficulty and importance. In fact, the railway executive of today must be a statesman and a diplomat as well as a business man of superlative ability. He must also be a philosopher, reconciling himself to the task of dealing with things as they are and not as he thinks they should be. He will look squarely in the face the fact that an overwhelming and unalterable preponderance of public opinion has decreed that, as a matter of self-preservation, the carriers must be closely regulated, and that the people will never subject themselves to the risk of having the government dominated either by the carriers or by their employes.

He will likewise realize that public opinion is not hostile to the carriers, but is interested in their prosperity and anxious to see them make money for their stockholders.

He will discern that there is no large percentage of the people in this country who, at this time, favor public ownership of the railroads or who even want them restricted by law one whit more than is clearly essential to the public welfare.

What the Railway Problem Is

Out of all these angles and corners of this situation comes the railway problem of today—with only such governmental regulation as is necessary to protect the rights and interests of the people, can the railroads be successfully operated? Or will governmental limitations upon managerial judgment and discretion drive the roads into bankruptcy and ultimately into government ownership?

That is a blunt statement, but nothing is to be gained by upholstering this rugged question with the velvet of verbiage.

Mark you, I am not asking whether or not it is possible to carry the matter of public regulation of the carriers so far as to render their successful operation an impossibility. That question carries with it an inevitable affirmative answer. I am merely asking whether or not the degree of public regulation absolutely essential to insure efficient public service and to protect the people against oppression makes private operation of the roads impracticable.

It is obvious that the man who answers this question must first answer another, and that is, how much and what sort of public regulation is essential to the welfare of the public?

Upon this last question, there would be a promiscuous and multitudinous diversity of opinion.

Birth of Railroad Labor Board

For the purposes of this occasion, I am going to assume that the regulative legislation enacted by Congress prior to 1920 is not in excess of what it ought to be. I am going to take it for granted that the Interstate Commerce Commission, created away back in 1887, has justified its right to existence and to the exercise of the powers conferred upon it by Congress. But I am not going to ask you to assume that this new-fangled tribunal, the Railroad Labor Board, is essential to the public weal. It is such a recent experiment that

no arbitrary or conclusive presumptions stand in its favor. But, with your indulgence, I am going to present a few facts upon which you may base an opinion as to whether the Railroad Labor Board is entitled to your approval and that of the public in general. I shall not be such a dare-devil, however, as to invite any expression of that opinion at this time.

The labor section of the Transportation Act of 1920 was enacted by a Republican congress and signed by a Democratic president, because they had a full realization of the dangers of the post-war conditions that surrounded the railroads and involved the public. Railway working rules and wages had been greatly influenced by the war and federal control of the roads. The carriers contended that the labor conditions that existed at the termination of federal control were artificial, unreasonable, uneconomic and burdensome, and that the roads could not live under them.

How a Rail Crisis Was Met

The employes insisted that their wages were among the last to be increased, that this increase was insufficient, and that the working rules established during federal control had given them little or nothing to which they were not entitled. Add to this sharp dispute the disturbed and uncertain industrial conditions that existed throughout the country, and you have enough explosives and combustibles to render a conflagration almost a certainty.

It was at this juncture that Congress said, through the Transportation Act: "Let us see if a way cannot be found to settle these railway labor disputes by the establishment of an impartial tribunal before which they can be tried, as any other law suit." This step was not taken by Congress because the people desired to intermeddle with the affairs either of the carriers or of their employes. It was taken because the people knew that they would otherwise be ground to pieces between the upper and the nether millstones.

Thus the Railroad Labor Board began to function at a most critical period, and there was immediately dumped upon the work bench in front of it more work than ever confronted any other governmental agency. Almost before it could perfect its organization, the wages of every railway employe of every class in the Union were brought into dispute, and the rules and working conditions of these two million men were likewise submitted to the board. In addition to these two great controversies, involving, in fact, several hundred disputes, scores of questions of secondary importance and hundreds of grievances have poured in upon the board in a steady stream.

Adjustment Boards Were Lacking

The adjustment boards which the Transportation Act contemplated should be set up, by the mutual agreement of the carriers and employes, to act as inferior courts for the trial of these grievance cases, were not established. Only recently the first few adjustment boards began to function. The lack of them made the prompt and satisfactory action of our board impossible.

Under the strain of this crushing load, the board has been compelled to double back on the 8-hour law, working eight hours before lunch and eight hours afterward. For all this, we have received no punitive overtime, but many punitive maledictions for sins of omission and commission.

In these twenty-one months, the board has disposed of two general readjustments of wages, has revised the rules of the six shop crafts and of the maintenance of way employes, has stopped one general strike, and has decided 950 miscellaneous disputes. And, despite all this, a newspaper punster has referred to us as a "Board of Meditation."

At any rate, we are not liable to the charge of having restricted the output.

There is one thing, however, that has given the board a soothing feeling of self-satisfaction, and that is the fine team work manifested by the carriers and their employes in "cussin'" the board. This has been accepted as conclusive evidence of the board's fairness and impartiality.

Board Blamed by Both Sides

If only one side had criticised our decisions, we might have been suspicious of ourselves. This enfilading fire of criticism has been peculiarly beneficial to the public members of the board in that it has removed all danger, if any existed, of our entertaining any feelings of partiality for either side. Of course, I mean that it has caused us to love both sides with equal fervor.

Returning to a serious discussion of the board's work, it has been truly remarkable to see with what unanimity and alacrity both the carriers and the employes have brought their differences to the board for adjustment in accordance with the law. It is worthy of fur-

ther emphatic notation that both parties in a vast majority of instances have respected and obeyed the decisions of the board. On account of the fact that the holiday season of peace and good will is so near, I will not mention anybody who has violated the board's decisions.

It is not good taste to hang lemons on the Christmas tree.

The law creating the Railroad Labor Board is a unique piece of legislation in this country, but it has numerous counterparts in other lands, including Canada, Australia and several European countries. It is an odd combination of voluntary and compulsory arbitration.

Compulsory Points in the Law

Public attention has not been directed to the fact that there is anything compulsory in the law, but there is. There are three mandatory provisions in the statute, binding alike upon the carrier and the employe. The law says that:

First, the carrier and the employe, in case of a dispute, *shall* endeavor to settle the matter by conference and negotiation;

Second, if they fail to reach an agreement by direct conference and negotiation, they *shall* submit the dispute to the Railroad Labor Board;

Third, the Railroad Labor Board *shall* decide the dispute.

If, upon investigation, the board finds that this final decision is violated by either party, the board "may make public its decision in such manner as it may determine."

In other words, there is no penalty attached to a violation of the board's decision, except that the board may point the finger of scorn at the violator. The Transportation Act, as it passed the United States Senate, contained a mild anti-strike provision, as well as penalties for the railway officials violating the law. This provision was eliminated by the House, and the board was left dependent on public sentiment for the enforcement of its decisions. By the way, it is an item of curious interest that the State of Texas, in its suit against the board, takes the position that this power to direct public attention to a violation of the board's decision conflicts with the provision of the United States Constitution which forbids "cruel and unusual punishments."

Dodged a Pitfall in the Law

The train and engine brotherhoods, in their recent strike ballots, seemed to draw a sharp distinction between those provisions of the Transportation Act which they considered imperative and those which they did not consider imperative. The public, at the time, did not appear to grasp this idea. The brotherhoods were really protesting against a further wage reduction and the change in rules which the carriers sought, but I could not get them to say so at the strike hearing. They shrewdly confined themselves to the July wage reduction, already accomplished—on the theory, I take it, that the law did not forbid their striking against the board's final decision, but that it did command them to go through all the preliminary steps leading up to a decision before they struck, and that they would therefore be violating the law if they struck against a possible future decision of the board toward which the mandatory preliminary steps had not yet been taken.

This must be noted as an interesting and important development in connection with the practical application of this new law.

It is proper to say just here, not in a controversial way, but as a mere matter of abstract interest to all students of the Transportation Act, that it is the contention of the board that the Pennsylvania System, in its dealings with the shop crafts, fell into this pitfall which the brotherhoods had side-stepped. The Pennsylvania, however, has very able counsel who do not accept this dictum of mine, and it remains to be seen whether or not the courts will accept it.

Personally, I am glad that this honest difference of opinion as to the meaning of the law is to be judicially settled.

How the Groups Work Out

The Labor Board is not sensitive about law suits brought against it. The only thing which really grates upon the delicate nerves of the board is a resolution adopted by ill-advised persons favoring the abolition of the board. It is now generally conceded that such resolutions are contrary to the public policy and against the peace and dignity of the commonwealth, and they have grown gratifyingly few and far between.

There is another feature of the Transportation Act that aroused debate at the time of its enactment, and that is the group make-up of the board. Recently there has been a revival of the unfriendly criticism of this provision, which gives to the carriers three representa-

tives, to the employes three, and to the public three.

As a member of the public group, I have watched at close range the actual test of this provision, and I am convinced of its wisdom.

The usual objection to it is that it is an incongruous thing to place upon a quasi-judicial tribunal advocates of the litigants.

It is frequently stated that these two expert groups uniformly line up with the respective interests from which they came. This is not true. While such would be the obviously natural tendency of these men under ordinary circumstances, it must be remembered that they are under the obligation of an official oath.

Votes of Members Change

A day rarely passes in the proceedings of the board when members of these two expert groups do not cross over the line and vote with the opposing interest. It cannot possibly happen that either the carrier or the employe is invariably in the right, and these expert groups are experimentally aware of this fact. Moreover, the board, by reason of the presence of these gentlemen among its membership, constantly has at its command a wealth of information relative to all phases of the railway labor question.

The work of the board during the past year has been performed amid very perplexing conditions. When the July wage-cut was made, it was capable of demonstration that the cost of living had diminished, and yet the decrease had been very irregular. The cost of some of the necessities of life had descended far more rapidly than others, and occasionally a descending item of living cost showed a tendency to rise again.

The economic laws governing this thing have never been reduced to an exact science. No man could have accurately predicted a year ago the course of the markets. The truth is that the prices of commodities are not governed by natural laws so exclusively as they once were. Nature will finally have her own way, but her progress will be resisted at every step by humanity. Practically every line of business in the United States, except farming, was organized to resist deflation on its own part and to demand it loudly on the part of all other businesses.

When the proclamation of war was issued, it was a bugle call to a large percentage of our population to go forth and gouge their neighbors, and some of them have never yet heard the recall.

About Averting the Strike

At the end of October, 1921, the strike threat of the train and engine service brotherhoods came to a focus. The public thereupon suddenly awoke to the fact that there was a Transportation Act and a Labor Board. Without stopping to inquire whether or not the Labor Board had teeth, it was enthusiastically admonished from all sides that somebody must be bitten.

The board officially, and some of its members personally, took steps that averted the strike. As soon as this was accomplished, the board was treated to a shower of verbal brickbats because it had, forsooth, violated the quasi-proprieties of a quasi-judicial tribunal.

When we saw the public, like a fair maiden, suffocating in the smoke and lapped by the flames on the twentieth floor of a burning building, and when we unceremoniously grabbed her and carried her to a place of safety, there were certain fastidious souls who complained because we had indelicately mussed up her garments and disarranged her marcel wave.

There was one thing that a few sophisticated and hard-boiled individuals never could believe, and that was that I did not promise the brotherhood officers, when addressing them, to take something away from the carriers and give it to them; and yet, that I did not was literally true.

How the Crisis Was Passed

The memorandum which was adopted by the board and which was finally the means of averting the strike merely called attention to the fact that it was premature to start a row about another reduction in wages, because the board did not propose to readjust the wages of any class of labor until the rules and working conditions of that particular class had been passed upon.

I maintain that this was a sensible, just and proper course for the board to pursue, and it will finally receive the approval of both the carriers and the employes.

Wages cannot be intelligently fixed without having a known and established schedule of working rules to which to apply them. But many people were misled by erroneous statements in the press to the effect that I had definitely promised for the board that the wages of the brotherhoods should not be touched for a year or until July next. No such statement was made, and none was necessary. No state-

ment was made that amounted to a prejudgment of any question that might thereafter come before the board.

Board Has Justified Action

But it was said further that the board's memorandum, in effect, closed the door in the face of the carriers and the employes who might want to ask for a readjustment of wages, because there would be an interminable delay in completing rules. On this point the board has been thoroughly vindicated, because it has already issued its decision on shop craft rules, effective December 1, and its decision on maintenance of way rules, effective December 16, and it will be weeks and possibly months before any petition for a wage revision is filed with the board. So the carriers and the employes are not waiting on the board in this matter, but the board is waiting on them.

Some of the carriers may not be altogether pleased with the rules handed down by the board; neither are the employes entirely pleased. Doubtless the board has made a few scattering mistakes, but it has tried very hard to protect the rights of the employes and at the same time interfere as little as possible with the discretion and judgment of the management in the operation of the roads.

I am sure all of you would be surprised if you could examine the submissions on rules made by the various carriers and see what a very wide diversity of plan, purpose and opinion is reflected in them. There is an entire absence of anything resembling co-ordination. That which one carrier strenuously opposed another as cordially approved, and that, too, when it was a question of general application, unaffected by local conditions. While this situation served to add to the labor of the board, it was considered creditable to the carriers in one respect, for it showed that they had not prearranged a hard and fast set of irreducible demands.

The Evil Effects of a Strike

Reverting to the strike episode, there was a section of public opinion, outside of railway circles, that wanted a strike. At least, these persons thought they wanted it. Their argument was that, if the railway employes wanted to strike, they should not be hindered, that it was a good time for a strike, and that the railway organizations could be crushed and union labor, in general, given a set-back.

There were several weak spots in this argument. In the first place, there is no such thing as a good time for a railway strike.

In this connection I am reminded of a moonshiner whom I once represented in a Tennessee court. He was convicted at the spring term of court and pleaded with the judge for a suspension of his jail sentence till the fall term, because he had an ailing wife, and his seven children were too small to plant a crop.

Upon this plea of the imminent starvation of his family, the judge suspended sentence till fall. When the fall term came, the moonshiner returned, according to the terms of his bond. When his case was called, he unwound his tall form from the chair and importuned the court to suspend his sentence a few weeks longer, in order that he might get in enough firewood to last his helpless family till spring.

The judge, growing somewhat impatient, exclaimed: "Dorsey, you didn't want to go to jail last spring, and now you don't want to go this fall; you are hard to please."

The moonshiner replied: "Jedge, when you come to think about it, they hain't no handy time to go to jail."

While last fall might have been an opportune time to fight labor unions, the price of the fight would have staggered the nation. This country has never experienced a general railway strike, and but few men have any adequate conception of the ruin and misery it would bring to the people, not only the poor, but also the well-to-do.

A Bad Time for Questions

For the last few months, tens of thousands of men have been straining their credit and husbanding their resources in an effort to pass through this period of post-war depression without bankruptcy. They have stood on the brink of a precipice and looked ruin in the face. A general railway strike would have pushed them over the edge and plunged them into the abyss. They were not able to stand anything more.

An old Tennessee mountaineer was carrying on his shoulder a heavy back-log for the fire, when one of the children said something to him. He made no reply till he could shuffle up to the hearth and roll off his burden, when he turned angrily to the child and said: "Now, don't you never speak to me again when I am in a strain."

Thousands of men during the last few months have been in such a financial strain that one more word would have been too much, especially if that word had come from a banker along about renewal time.

Then another thought occurs to me: Would

it have been wise to have crushed the railway unions, even if it could have been done? What would have taken their place? Is any man so blind to all the aspects of modern industry as to believe that the time will ever return when railway labor is not organized?

If the brotherhoods had been crushed, rest assured that organizations of some character would have sprung up in their stead, and their successors, in all probability, would not have been animated by motives half so conservative and patriotic as those which control the brotherhoods.

Labor Has Right to Organize

The right of labor to organize is based on sound principles, recognized by Congress and sanctioned by the courts of the land. The problem in this country today is not how to stamp out and destroy organized labor, but how to deal with its just demands fairly and humanely, and how to curb its unjust demands and control such of its activities as threaten the public welfare.

In my judgment, the survival of this republic depends upon the wisdom with which this question is handled.

Friendly as I am to the theory and principle of organized labor, I am profoundly awed when I contemplate its possibilities for evil. If organized labor is to be permitted to throttle individuality, destroy initiative, exalt inefficiency, dominate management, limit production, ignore the rights of the public, and set up a class government, then indeed is this country headed toward bolshevism and death.

All of these things are the possible, but not the unavoidable, results of organized labor. They are merely the abuses of a thing inherently good. On the other hand, if organized labor confines its efforts to the legitimate advancement of the cause of the working man, by the procurement of a just and reasonable wage and wholesome working conditions, the maintenance of an increasingly good standard of living, and the preservation of the political and civil rights of labor, then organized labor not only will serve its own interests, but will constitute one of the bulwarks of the American republic.

Railway Labor Is Set Apart

In the regulation of railway labor there are certain principles involved which do not apply to labor in general. The people of the United States must have efficient and uninterrupted railway traffic. The employes must share with the carriers the execution of this public trust. When a man enters the employ of a railroad, and every day that he is so engaged, he should understand that whatever rights men may have to strike and tie up a strictly private business, they have no such right, morally at least, to tie up the railroads and destroy the property, business, health, comfort and lives of innocent men, women and children.

This does not mean involuntary servitude. It would not mean that the railway employe would be compelled to work for a railroad. It would simply mean that he would have no right to conspire with his fellow employes to destroy, by concerted action, the transportation of the country for the purpose of enforcing his demands against the carrier. If this is not a law, it ought to be, and it will be.

In consideration of such a legal regulation, it would be the duty of the public to make sure that an absolutely impartial tribunal was provided for the adjudication of all matters of dispute between the carriers and employes, and this tribunal should place an exalted estimate upon the supreme importance of an honorable and patriotic discharge of this official duty.

Where the Public Comes In

The millions of dollars wasted by both sides in industrial warfare would be saved to enlarge the income of the carriers and the wages of employes or to diminish the rates paid by the people.

The public should then realize that a living wage means something more to an American citizen than a bare existence, and that the highly skilled men into whose care the lives of millions of people are constantly entrusted are entitled to a wage commensurate with their skill, hazard and responsibility.

The employes should be expected to recognize the fact that there is a limit to the ability of a carrier to pay wages, and that there is no mysterious and miraculous fountain of inexhaustible gold flowing into the coffers of a railroad. Every cent of its revenues must come from the pockets of the people. It is not to the interest of either the employe or the public that wages be made so high as to overburden the carrier. It is obvious, however, that the ability of the carrier to pay cannot be treated as a controlling consideration in fixing wages, for this might result, in some instances, in requiring the employe to work for little or nothing.

We stand now upon the threshold of a new

year—the fourth since our country emerged from the war. While the process of deflation is not complete, it has proceeded so far without any industrial catastrophe or political unheaval. The railway industry has been particularly fortunate in avoiding any great disaster, though it has been undeniably pulling a heavy grade for the last year.

I believe that we can all now discern the first gray streaks of dawn upon the eastern sky. Nothing else can so hasten the coming of the perfect day as the rehabilitation of the great transportation systems of this country. To this end, it is indispensable that a magnified spirit of co-operation shall exist between the carriers and their employes. For the consummation of this essential thing, the Railroad Labor Board pledges its earnest efforts.

Opportunity in Railway Work

The most inspiring scene I have ever witnessed—more filled with human interest and dramatic power than any artificial spectacle of the stage—is the meeting of the executives and leaders of the railroads of the United States and of their two million employes for the peaceful submission of their industrial controversies to the arbitrament of a government tribunal. What a tribute to the majesty of the law! Upon the carriers' side of the table, I have seen men who, a few years ago, would have been sitting upon the side of labor. They exemplify the possibilities in this land of opportunity, where the laboring man of today may be the captain of industry tomorrow.

Since I came into this hall I have been told upon good authority that 90 per cent of the railway executives of this country came up from the ranks of labor. This is the genius of our free institutions, and it was upon this rock that our fathers founded our republic.

Whenever reverence for the law and respect for constituted authority have fled from the hearts of the people, then will fall across our land the shadow of the approaching time when the lizards will sun themselves upon the crumbling walls of New York and the archaeologists of some alien race will dig in the ruins for the vestiges of a dead nation.

But if we are guided in our enactment, administration and observance of the laws by Christian consideration of the relative rights of men, our republic will still shine respendent in its leadership of the nations at the second coming of the Prince of Peace.

WHERE THE SEMINOLE LIMITED ENDS ITS RUN

George T. Millard and Anton Pepping of Chicago, Illinois Central Clerks, at Jacksonville, Fla., New Year's Day, 1922.

The Hobo, a Real Problem on the Railroad

Although Distinctly an American Type, He Is Frequently a Criminal and a Menace to Society

By T. T. KELIHER,
Chief Special Agent

THE modern tramp, or "hobo," is distinctly an American type. The species is not found in any other civilized country in the world. He is the product of our own civilization.

The first appearance of the tramp, or "hobo," as he is known today, followed closely after the political and industrial crisis resulting from the great Civil War. Before that time, occasionally, a journeyman mechanic would travel on foot from place to place, seeking honest employment, as had been the custom among mechanics and artisans from time immemorial. The opening up of the vast empire of the Middle West and the West, the era of railway building that connected the Atlantic with the Pacific, the Great Lakes with the Gulf, and the Canadian border with the Mexican border, offered a means and an opportunity, undreamed of before, for those so inclined to gratify their wanderlust and spirit of adventure.

First Hoboes Met Favor

At first these migrations of idle men from place to place were viewed with toleration and encouraged by the aid of food and shelter, on account of the many in their ranks who had lately gallantly served their country in its hour of trial and need, and in the popular belief that they were honest working men, seeking an opportunity to better their condition and gain a competency from the vast storehouse of natural wealth in the fast-developing West. Gradually, however, there grew up among these migratory bodies of men—among whom was found, occasionally, a harmless, happy-go-lucky vagabond—a class of unscrupulous mendicants, who perceived an opportunity of leading an easy, indolent and nomadic life by imposing upon the good nature and generosity of a sympathetic and indulgent public. These Argonauts of hobodom were wise enough to condescend occasionally to perform light tasks of labor for short intervals—the shorter the better—and thereby to do their bit toward maintaining the myth of "an unfortunate working man, seeking employment."

The ease with which these pioneers of "See America First" obtained a livelihood from the gullible public, and the ease with which they succeeded in traveling over the railroads of the country, soon attracted to their ranks a vast army of men of like inclinations and tastes, who, as the public gradually became aware of their true character and hypocrisy, found their path not the rosy one of former years. As a result of the idle and useless lives they had lived, they preferred to become criminal vagabonds, rather than to seek an honest livelihood by honest labor.

Criminals Among Them Today

Consequently, today, a vast majority of the tramps and hoboes who infest our highways and railroads are criminals (and not *bona-fide* working men, as some "sob sisters" would have one believe), who are either going to some designated rendezvous to commit a robbery or other felony or who are fleeing from the scene of their latest crime.

Their number has been augmented in recent years by the addition of the "I. W. W.'s" and the Bolsheviki, who are largely criminal in their inclinations, thoughts and habits, and those that are not genuinely criminal are suffering from insanity in one form or another. Their hands are ever raised against their fellow men, against law and order and organized society, and they are a constant and an ever-increasing menace to the security of life and property of all organized society and orderly government.

Today this vast, floating, social miasma is poisoning the youths of the land and all those who come in contact with it or near it. Its poison has penetrated into the confines of every village and hamlet throughout the land, spreading and inculcating in the minds of our youths and the unthinking the damnable doctrine that the state and society owe to the individual, without any effort on his part, a living; that, if the living is not handed out on a silver platter, one is justified in taking or stealing the property and goods of another who has, by

his toil and industry, accumulated a competency to guard against the vicissitudes of old age; that one owes no duty or loyalty to organized society or government, and that those things which one cannot take or steal for his own use, should be destroyed by a systematic sabotage that will deprive the owner thereof of the result of his honest endeavor.

The Jail as a Rest Club

This most undesirable condition has not attained its present menacing state without the aid of those outside the ranks of hobo-dom. There have been constructed, at convenient intervals about the country, clubs and rest sanitariums for the use of the hobo fraternities. These clubs are sometimes erroneously called jails or houses of correction, by the uninformed.

These clubs, or rest sanitariums, are usually furnished with all modern and up-to-date conveniences, and some of them are almost palatial in their appointment. Semi-annually, or at least annually, a committee called the grand jury makes a personal inspection of these clubs and rest sanitariums that are within its jurisdiction, and woe to the sheriff or jailer who unfortunately failed in the slightest degree in maintaining the high standards of excellency! Should the grand jury fail in its duty in this respect, there is always a self-constituted committee to look after the welfare and comfort of all the hoboes and criminals, even though a hundred decent, God-fearing, law-respecting citizens and their children, through misfortune and sickness, may be living and suffering in hovels and without the bare necessities of life.

That this most deplorable and regrettable condition prevails is known to all those who have given the matter the slightest consideration.

The railroads of the country are the chief sufferers from this cancerous social growth. There is no property right or other rights of the railroad that the modern hobo feels called upon to consider or respect. Millions of dollars worth of railway property and merchandise in transit are destroyed and stolen annually by this class. The actual value of mer-

Some First Offenders—Box Car Robbers

Some Old-Timers, Long at the Game

chandise stolen is only a small part of the loss of merchandise in transit.

Destroys More Than He Steals

The average hobo realizes that he is not provided with means for carrying away a large amount of bulky goods. Consequently, when hoboes enter a merchandise car, they break open a great many cases and dump or throw out the contents on the floor in searching for small, compact, valuable goods that they can carry off concealed about their persons. It oftens happens that they will not take more than $50 value in goods, such as silk shirts, silk underwear, silk stockings, other small, compact, valuable articles, etc., but they will destroy and damage $500 worth of goods by destroying the original containers and soiling the contents by tramping on them on the dirty floor of the car and otherwise damaging them.

Hoboes are the constant causes of fires that destroy buildings, empty box cars and other equipment. To build camp fires they abstract the packing waste from the journal boxes, causing journals to run hot and burn off, and thereby causing wrecks that cost the railroads the loss of many thousands of dollars and, in many cases, loss of life and limb. They are a constant menace to the safety of thousands of passengers, in that they often, in revenge for some real or fancied inconvenience caused them by some employe of the railroad in the performance of his duty, will tamper with switches and electric signals and commit other acts of sabotage, thereby causing derailments and wrecks that result in loss of property and life and limb.

The criminal hobo will shoot to kill, without warning, the watchman or other employe who happens to come upon him in the act of committing a robbery. The morning reports are full of accounts of watchmen who have been killed, while in the performance of their duties, by hobo trespassers.

Trespassing Results in Death

The loss of life and limb on account of hoboes, riding trains and trespassing upon the right-of-way and the consequent financial and economic loss to the country and the railroad are appalling. The reports for all railroads during 1919 show:

Trespassers killed	2,553
Trespassers injured	2,658
Total	5,211

and during 1920:

Trespassers killed	2,166
Trespassers injured	2,362
Total	4,528

During 1921, on the Illinois Central and Yazoo & Mississippi Valley railroads, 98 trespassers were killed and 221 injured.

These figures give some idea of the magnitude of the problem that confronts the railroads and the public today. The best minds of the country have given the subject their attention, and, as yet, no practical solution of the problem has been offered. "What is the best thing to do that will decrease the number of, and finally eliminate, tramps and hoboes?" is the perplexing question. It is admitted by all cognizant of the facts that those countries that have stringent anti-trespass laws and severe labor penalties that are vigorously enforced suffer little from the hobo nuisance.

That stringent laws were found necessary to cope with idleness and vagrancy in remote times is vouched for by the enactment of a law by the English Parliament in 1530, a severe law, which read, in part, as follows: "Any person being whole and mighty in body and able to labor" found begging or being a vagrant might be arrested and "tied to the end of a cart naked and beaten with whips throughout the town."

Death Penalty for Vagrancy

Five years later, the punishment for "rufflers, sturdy vagabonds and valiant beggars" who persisted in not working, after a whipping, was increased to have the "upper part of the gristle of his right ear clean cut off" and, if still persistent, he was to be "tried and executed as a felon." It is needless to say there were not many cases needing the "upper part of the gristle of his right ear clean cut off" or "execution as a felon" in England for vagrancy, while this statute existed.

It is a fact that the American hobo hates work with an enduring hatred and suffers great mental anguish while performing the slightest task of manual labor.

A uniform law against vagrancy and trespass, with actual labor on public roads or stone piles from thirty to ninety days as a penalty, will, to my mind, go a long way toward a solution of the problem. I fully realize, however, that a small, though well-organized, minority of misguided and mistaken idealists makes the passage of such a law,

through the many different state legislatures, well-nigh impossible. Until all the people awaken to a realization of the vital importance of the matter, not only to the railroad but to themselves and their sons, I see little hope for improvement.

Engineer Has Had One Oil Can 25 Years

A Good Engine and a Good Engineer

Here is Engineer Joe F. Randall of the Tennessee division. Behind him is his engine. In his hand is an oil can he has been using for twenty-five years.

"I have run this engine eleven months without the renewal of either cylinder or valve packing rings, for any cause, and there is no blow in either," says Mr. Randall. "I ran my preceding engine twenty-five months without the renewal of either cylinder or valve rings, without a blow. When this first engine, No. 1096, went in the shop four months later, they found no carbon in her valve rings; both valves and cylinders were perfectly smooth.

"This was a saving of both labor and material, as it takes five hours for a machinist and his helper to renew a set of cylinder packing."

In addition to using the one oil can twenty-five years, Mr. Randall still has the same tools that were issued to him when he began work for the company as an engineer, January 1, 1883, almost forty years ago.

"I have been able to keep them by seeing personally after them at all terminals and also when changing engines," he says. "I feel it a duty I owe to the company. When supplies are given into an employe's care, he should see that they are kept in good repair and not lost or wasted, just the same as if they were his personal property; and if anything is lost, he should be able to account for it.

"This is the kind of saving that will keep up the rate of pay and care for the dividends of the railroad, as well as our own individual accumulations. One who becomes willfully wasteful generally comes to woful want. Therefore it behooves all to form the habit of saving and caring for the things given into their care as if they were personal property."

Pro and Con of "Labor Leaders" Taken Up

President C. H. Markham Replies to Charges Dragged Into Discussion by William H. Johnston of Machinists

A letter from William H. Johnston, president of the International Association of Machinists, to President Markham of the Illinois Central System and Mr. Markham's reply are reproduced herewith. Editorial reference to this exchange of letters, which is an outgrowth of the letter of December 20 from President Markham to the employes of the Illinois Central System, will be found in the editorial department.

The letter from Mr. Johnston, under date of January 2, follows:

YOU have just made public a letter addressed to the employes of your road, calling on them "to repudiate Frank J. Warne, W. Jett Lauck and Glenn E. Plumb, as men who have been engaged in a campaign of abuse and vilification to discredit the managements of the railroads in the eyes of the public." You say: "You will surely agree with me that the accusations made by these men are wholly inconsistent with the facts."

You, sir, in your letter to your employes have not pointed any of the specific statements or accusations so made by any of these gentlemen, which you so charge are wholly inconsistent with the facts.

Miles of Line vs. Miles of Track

Your letter is dated December 20th. On December 14th Mr. Plumb appeared before the Committee of the House of Representatives on Interstate and Foreign Commerce, and presented testimony disclosing the findings of the Interstate Commerce Commission as to the final valuation of twenty-four Class I railroads on which the work of valuation had been completed. In presenting this testimony Mr. Plumb used only the official figures disclosed by the Interstate Commerce Commission's valuations. The twenty-four railroads so valued had a total mileage of 29,055 miles. They had issued $930,000,000 of bonds, had outstanding current liabilities estimated at $57,000,000, and stock issued of a par value of $463,000,000, disclosing total capital obligations of $1,448,000,000. The total final valuation of all these properties as established by the Commission was only $950,000,000; $37,000,000 less than the total indebtedness, and $499,000,000 less than the total capital obligations. The values so far established show an average valuation per mile of track of $32,717. This average includes all values—terminals, equipment, motive power, everything used in railway operation. If this be a reliable index of the average value of all the tracks and railway properties in America, amounting to 265,000 miles, then the total valuation of all the railways in the country would not exceed $8,610,000,000.

Difference Looks Large

When the roads were returned to private control, the valuation established by the Commission for rate-making purposes was $18,900,000,000 and rates were fixed which it was estimated would return a net profit of 6 per cent upon this amount. The values so far established by the Commission indicate that this amount is $10,290,000,000 in excess of the actual value of the properties. If this be true, then railway management today is exacting from the public rates intended to produce $612,000,000 more than what is declared by law to be a fair rate of return upon the actual value. The railroads admit that for the past year they have earned profits which would pay more than 6 per cent on $8,610,000,000, but are still insisting on their right to exact the additional $600,000,000. Do you, Mr. Markham, insist that the figures so given by Mr. Plumb to this Committee are "accusations wholly inconsistent with the facts?" Or perhaps you admit that the statements so made are correct, and your attacks on Mr. Plumb are not based on the presentations he has made to the Committee and to the members of Congress. You certainly are in a position "to develop the truth or falsity of these statements so far as your own railroad is concerned," and, doubtless, so far as all of the railroads in America are concerned. If you find these statements are true as being the findings of the Interstate Commerce Commission, do you, then, suggest to the people of the United States that they shall repudiate that Commission and all its works?

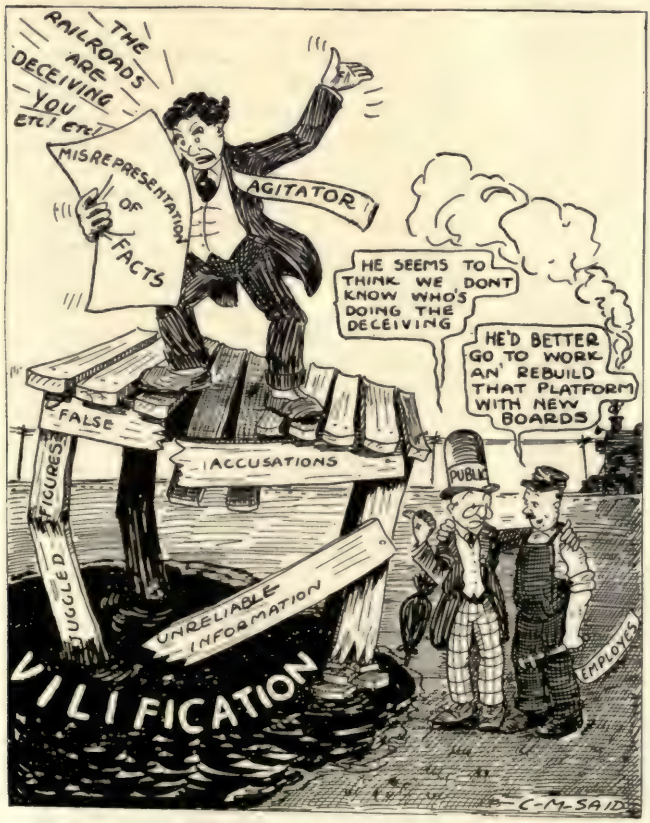
The "Representatives" of Labor

On the other hand, if you find that the valu-

ations so disclosed are true, is not their very truthfulness the fact which discredits the managements of the railroads in the eyes of the public, rather than the circumstance that these facts had been made public through the representatives of organized labor whom you are personally attacking?

You, Mr. Markham, together with the other railway officials, while still insisting on your right to receive from the service you render to the public this additional $600,000,000, admit that the rates intended to produce this profit are really stifling business, and have failed to produce the profits you demand by some $360,000,000 a year. You, together with the other railway officials, are now insisting that the wages of your employes, and all employes, shall be reduced enough to make up this deficit. Whom should the employes repudiate, Mr. Markham, those highly paid railway officials now charged with the responsibility of administering these public highways who insist on collecting an unwarranted deficit from a faithful body of employes, and from a long suffering, overcharged public, or the modestly salaried representatives of organized labor, who have earnestly and faithfully disclosed to the members of organized labor, and to the public, the actual facts, based on official findings, regarding your administration of these great utilities?

TOO MUCH OF THIS



The Radical—a Breeder of Trouble

President Markham's Reply

The following is Mr. Markham's reply, dated January 3:

I ADDRESSED a letter on December 20 to the employes of the Illinois Central System calling attention to the campaign of misrepresentation and abuse which is being carried on by spokesmen of certain labor unions to discredit the managements of the railroads in the eyes of the public. You have written to me an open letter regarding my letter to our employes in which you make statements that afford a most glaring example of the kind of misrepresentation of the railroads to which I called attention.

You seize upon statistics of the tentative valuation placed by the Interstate Commerce Commission upon twenty-four railroads, practically all of which are small and unimportant, and use them in a way that is adapted entirely to mislead railway employes and the public concerning the facts as to the valuation of the railroads made by the Interstate Commerce Commission. The statistics to which you refer were given by Glenn E. Plumb, author of the Plumb plan, to a committee of the House of Representatives on December 14. You say these figures show an average valuation per *mile of track* for these twenty-four railroads of $32,717. Then, applying this figure to the 265,000 *miles of line* of all the railroads of the United States, you arrive at an estimated value for all the railroads of $8,610,000,000, which is $10,290,000,000 less than the tentative

valuation of $18,900,000,000 fixed by the Interstate Commerce Commission in 1920 for rate-making purposes.

How Terms Are Juggled

The merest amateur in railway matters can see at a glance that your method of using your own figures is entirely erroneous. Since you use the *miles of track* in arriving at your estimated value per mile, of these twenty-four railroads, of course you should also have used *miles of track*, instead of *miles of line*, in making your estimate of the value of all the railroads. The two things are not the same. A railroad may have two, or three, or four, or even more tracks for each mile of line. The railroads of the United States have approximately 405,000 miles of track and only 265,000 miles of line. If you had used this figure of trackage, as you should have, since your estimate of the average valuation per mile was based on trackage, then your estimate of the total valuation of all the railroads of the United States would have been $4,640,000,000 more than the estimate you actually made, or over 50 per cent more. Could any better evidence of the campaign of misrepresentation being carried on by certain labor leaders be afforded than your own use of these figures?

But your misrepresentation of the facts is even worse than the figures I have given would indicate. The railroads whose tentative valuations you and Mr. Plumb cite have only about 7 per cent of the total trackage in the country, and only two of them have more than 1,000 miles of line. Only one-half of the number own as many as 500 miles of line. These are not representative roads, and therefore the statistics regarding their valuations are not representative of the valuations of all the railroads. The valuation of all the railroads cannot be fairly or intelligently estimated upon any such unrepresentative basis.

Better Trust the Commission

Having in this remarkable manner arrived at a valuation of your own of all the railroads, you ask me in your letter: "If you find these statements are true as being the findings of the Interstate Commerce Commission, do you then suggest to the people of the United States that they shall repudiate that Commission and all its works?" Considering what you yourself have done, this is an extraordinary question for you to ask of me. As I have shown, your estimate of the value of all the railroads is erroneously based upon the findings of the Commission regarding the value of only 7 per cent of the railway trackage of the United States, this trackage not being in the last representative of the railroads as a whole. But the Interstate Commerce Commission itself, on the basis of information gathered by it regarding the value of all the railroads, placed upon them in 1920 in the rate advance case a tentative valuation of almost $11,000,000,000 more than your estimate. Naturally, I am more disposed to accept the Commission's own valuation of all the railroads, which was based on information gathered by it regarding all of them, than your estimate of their value of them which is based on information gathered by the Commission regarding only 7 per cent of their trackage. It seems pertinent, in this connection, to ask you and Mr. Plumb how you can consistently accept without question the findings of the Commission regarding 7 per cent of the country's railway trackage, and at the same time entirely repudiate its estimate of the value of all the railway property in the country?

A Sample of Misrepresentation

Your reference in your letter to "representatives of organized labor who have earnestly and faithfully disclosed to members of organized labor and to the public the actual facts, based upon official findings" becomes nothing less than farcical in view of the complete misrepresentation of the whole subject of railway valuation which is made in your letter to me.

Moreover, you have yourself further justified my statement that the campaign of misrepresentation which men claiming to represent the railway employes of the country are conducting is unsupported by any evidence. Your letter gives the stamp of approval to Mr. Plumb's misrepresentations from a man who stands at the head of an organization supported by the railway employes of the country, who should be fully as concerned as anyone in seeing that the public knows the facts about the business in which they are engaged.

GONDOLA CARS ORDERED

In order to provide for a better handling of its large and growing coal traffic, the Illinois Central System has just placed orders for the construction of 2,000 gondola cars of the latest designs. The news is received as another indication of the awakening of business. The order will mean employment for many hundred men.

They Nursed the Illinois Central Into Life

J. E. Lufkin and J. W. Fuller, 92 and 90, Both of Anna, Ill., Helped Build Line in 1852 Near Cairo

AT Anna, Ill., reside John E. Lufkin and James W. Fuller, who were among the first employes of the Illinois Central Railroad. Both worked on the construction of the right-of-way at the southern end of the charter lines near Cairo, as early as 1852. Both are still active at present, although one is in the nineties and the other almost as old.

Mr. Lufkin was born March 23, 1830, on a farm near New Gloucester, Me. When he was 18 years old, many railroads were being constructed in this country. He worked on several in the East at 50 cents a day and board, and even at that age was foreman of a gang of graders. Gradually he worked his way westward because the possibilities loomed greater to him.

In 1852 he learned that the Illinois Central was in need of men for the construction of its line between Centralia and Cairo. The romance of the frontier had gripped his heart. He decided to make the long journey to the new field which looked most promising to him.

There was much wilderness between him and his goal, and there were few cut paths to follow. Travel in those days was indeed a hardship, and it required days to make what we would now call a short journey. The rivers offered the least resistance to travelers, and when a long trip was to be made, they were the usual means of getting there.

Helped Build the Roadbed

Mr. Lufkin traveled down the Ohio River until he reached Cairo, then up the Mississippi to a place called Willard's Landing. Ware station is in that locality now. He brought his river journey to an end there, and traveled overland to Jonesboro. On his arrival there, he was placed in charge of a gang of men, and sent north of Cobden to construct the roadbed of the Illinois Central. Anna, his present home, was not then in existence. He was foreman of that gang with their wheelbarrows for two years. At the end of that time, the rails were put in place, and train service started.

Mr. Lufkin was given a position as conductor on a train between Cairo and Centralia. Sam George was the only other conductor, he says. But business was not good soon after that, and the life of a conductor became much too tame for Mr. Lufkin. He had lived the greater part of his life in the outdoors and could not bring himself to liking the quiet life.

At his request, the superintendent, George

John E. Lufkin

Watson, took him off as conductor and made him roadmaster. He served in this capacity between Cairo and Pana for ten years. His salary was increased from $60 to $80 a month when he was made roadmaster. During the time he was in this position, Marvin Hughitt was the assistant superintendent, and Colonel R. B. Mason was the chief engineer. The latter was succeeded by General George B. McClellan, who was later called to the army during the Civil War.

Resigned After Eighteen Years

Mr. Lufkin was in the service of the Illinois Central Railroad for eighteen years. When he informed the officials that he intended to resign, they told him that he was in line for a promotion to trainmaster. But Mr. Lufkin was eager to get into business for himself. He wanted to settle down in one place where he could remain with his family. The result was that he entered business in Anna.

But business life eventually proved to be too tame. He craved the open, even though he had now reached the age of 80. He felt that all of his muscles were not being brought into play, and that he was gradually wasting away. So he bought a 40-acre farm near Anna. He planted fruit trees on his land. Although the farm is about three miles from Anna, he often walks that distance to keep himself in trim. He accustomed himself to long walks when he was roadmaster by plodding over the ties for miles each day.

Mr. Lufkin will be 92 years old in March, and he insists that he is good for the century mark and more. He always has a good word for the company. He believes in it to the extent that he advised a son to enter the service. This son, John Lufkin, is supervisor of signals at Grenada, Miss.

Traveled in an Ox-Cart

Mr. Fuller, the other Illinois Central builder at Anna, was born in February, 1832, at Skaneateles, N. Y. When he was 10 years old, his parents moved to Chicago, where they remained for one summer. They then moved to Mount Vernon, Ill. In 1852, the Fuller family moved to Union County and settled near the present site of Anna. The family made the trip in a wagon drawn by an ox team.

Mr. Fuller obtained a position as foreman of a construction gang which was working on the Illinois Central right-of-way between

James W. Fuller

Cairo and the Big Muddy River. When this work was completed, and train service started, Mr. Fuller made a contract with the company to fence the right-of-way between Cairo and Centralia. He used wooden fence rails and boards. All the cattle guards and gates were constructed by him. At each private crossing, he installed a gate; the total number between Centralia and Cairo was 1,500.

In 1854 he assisted in laying the rail from the Lower Cache into Cairo. He was then made foreman of the wood-sawing crew, operating between Centralia and Cairo. Their engine ran on the railway track from station to station. It was placed at one side when there was sawing to be done, and after the work was finished, the men placed it back on the track to move on to the next stop. When a train replenished its supply of wood, he says, the entire crew was employed, and it required fifteen or twenty minutes at each station.

Coal Burners Took His Job

This work was brought to an abrupt end in 1855, Mr. Fuller says, when the Illinois Central Railroad began installing coal burners. He was then made a section foreman between Anna and Cobden. While in this

position, he placed the first ballast in the road. Rocks were broken with sledge hammers, he says.

In 1867 Mr. Fuller was made track supervisor between Anna and Duquoin, and he continued in that position until he resigned in 1869.

In that year he became a farmer near Anna, and he has made a great success of it. In 1884 he organized a shipping association, and was chosen its first president. Each year since he has been re-elected to that position. Although he really likes farming, Mr. Fuller says that he had to keep away from his former associates every time he went to town for fear that the desire to return to railroading would overpower him. He is still a great friend of the Illinois Central.

Mr. Fuller also expects to climb over the 100 mark in years. In February he will be 90 years old. From all appearances he knows what he is talking about, too, for he gets around to work on schedule every day and seems just as lively as in his younger days, which is remarkable for a man who attended the famous Lincoln-Douglas debate at Jonesboro, Ill., when Lincoln was a candidate for president.

His Reputation Is the Company's Asset

It has been estimated that Benjamin B. Ford, one of the veteran conductors of the Mississippi division, has handled approximately 120,000,000 persons one mile since he has been running a passenger train. That number of persons would be larger than the present population of the United States. And in all that time there has never been a passenger injured on his train.

Mr. Ford was born near Waterford, Marshall County, Miss., August 16, 1858. February 1, 1887, he began his railway career as a flagman on the Mississippi division between Jackson, Tenn., and Canton, Miss. For almost thirty-five years he has worked in the one locality.

September 29, 1887, he was promoted to conductor. March 1, 1901, he was assigned to the regular passenger run between Memphis and Canton on Trains No. 1 and No. 4. At the death of Major W. M. Wood a few years ago, he was assigned to handle No. 2 and No. 3.

April 22, 1891, Mr. Ford was married to Miss Katie D. Cowan, daughter of E. D. Cowan of Canton, Miss., who served as ticket agent at that point for thirty-three years, from 1866 to 1899. Mr. and Mrs. Ford have one daughter, Elizabeth.

Mr. Ford is regarded as one of the best passenger conductors the Mississippi division ever had, as his efficiency record shows that he has been assessed only five demerits on two occasions for minor infractions of the rules. As a witness in suits against the railroad, he has always been a distinct asset to the company, as his reputation for courtesy and reliability has frequently had considerable weight in influencing the decisions.

Benjamin B. Ford

A former circuit judge of Mississippi, living off the line of the Illinois Central, recently inquired about Conductor Ford's health and related how the conductor's straightforward testimony had caused him to instruct the jury to find for the company in a suit against the company by a patron who alleged that the conductor had used abusive language.

Directs Attention to the Hot-Box Problem

G. E. Patterson, Acting General Superintendent, Suggests Ways to Eliminate This Cause of Delay

By G. E. PATTERSON,
Acting General Superintendent, Chicago

AMONG the greatest causes of delay to freight trains between terminals and to carload traffic both at and between terminals are overheated journals.

The direct expense incident to cut journals, worn and broken brasses, and extra wages and fuel on account of delay is not the only loss. We must consider also the patron who waits for the late arrival of cars that are, in some instances, delayed in transit for days on account of hot journals. Such patrons may become dissatisfied with our service and may route their freight over some other road, where they expect to get prompt movement.

Although such expense and such loss of revenue are so great as to cause operating officials serious concern, yet more important and more serious is the great hazard of accident due to journals' burning off and causing derailments, damage to equipment, personal injuries and the possible loss of life.

While we have reason to believe that the hot-box evil is not so bad on our line as on many other railroads, we must admit that it is greater than we can justify, although at present time we are setting out probably 40 per cent fewer cars from this cause than were set out two years ago.

Must Teach the Proper Methods

For many years it appeared that only division officials and trainmen fully realized the extent of the hot-box evil. However, for the past two years, the Illinois Central management has been active in a campaign to eliminate the trouble. Wonderful improvement has been made in that time, but satisfactory results will not be obtained until we have 100 per cent co-operation and more intensive supervision over inspectors and oilers in yards and terminals.

There is good reason to fear that car foremen instruct new men when they are employed and then fail to follow up their work and correct their errors, that foremen do not supervise the work of the men who oil and repack journal boxes so closely as they do the work of men who inspect the car body and running gear or make repairs. The work of the employe who packs and oils journal boxes should be supervised by foremen just as closely as the work of a man who looks after penalty defects. When foremen do this the number of hot journals will show a marked decrease.

G. E. Patterson

Failure to care properly for packing and lubrication at terminals cannot be charged to a general lack of knowledge by our men, but rather to neglect; and the neglect is, in most cases, due to lack of efficient supervision on the part of foremen.

Watch the Empty Cars, Too

Before we can reduce the number of hot journals to the minimum, there are many things for us to do—so many they cannot be enumerated here. For the present we

need not learn more about the causes, but we must first remove the causes we know now exist. We know the empty car receives little attention; it is allowed to move to the territory in which it is to be loaded, and not until it is under load are we seriously concerned about the packing and lubrication. Then, too, we must not lose sight of the foreign cars, of which many thousands are handled on this railroad, which must receive the same consideration in regard to inspection, attention and lubrication as our own cars.

Well-defined methods of inspection and lubrication of empty cars must be arranged at heavy interchange points, at initial terminals and at certain intermediate oiling stations. Until each superintendent is impressed with the importance of this and actually provides for the inspection and lubrication at the necessary points on his division, the best results cannot be obtained.

Placing the Responsibility

No single yard can look after the packing and lubrication of empties en route to coal or grain fields. The responsibility must be placed where it belongs, at heavy interchange points and at designated yards according to the initial starting point and destination of empty cars. When the empty car is properly prepared for the load and when car foremen in terminals and intermediate yards supervise the work of employes charged with the duty of inspecting and lubricating journals, great advancement will have been made in the elimination of hot journals.

The greatest results in the elimination of the hot-box evil will not be realized until superintendents know by actual record the number of cars that run hot out of each terminal per thousand cars moved, and not then until each superintendent understands that he is the head of his division and that the responsibility rests on his shoulders. It is the superintendent who must bear the transportation expense incident to the wages of oilers and the transportation expense caused by delay; in his hands the remedy has been placed in the way of supervision.

Some Definite Suggestions

While, as I have already said, I cannot undertake to enumerate the many things that cause hot journals and the many things we must do to eliminate them, yet there are a few definite suggestions I want to summarize which must receive our consideration:

We must give more attention to journal boxes on empty cars, especially coal and grain cars en route to the coal and grain fields.

Local conditions must be considered, and then some well-defined plan worked out for taking care of journal boxes at each terminal, intermediate yard and heavy interchange point.

The oilers or other men whose duty it is to examine packing and apply oil must be required to carry packing and oil with them, instead of returning a great distance for such supplies after a box has been found that requires either packing or lubrication.

The foreman must see that inspectors and oilers provide themselves with standard hooks and packing irons and that such standard tools are used in the performance of the work.

HANDLES THE WIRES

F. T. Wilbur, superintendent of telegraph, Northern and Western lines, who has received many compliments upon the telephone story which appeared in the January issue of this magazine.

Conductor Nabs Three Negro Desperadoes

D. S. Brownlee Proves Himself Efficient, Too, in Capturing the Occasional Dissatisfied Patron

IN these days of prohibition it is not often that a conductor on a passenger train must turn policeman. But D. S. Brownlee, conductor on the line between St. Louis and Paducah, Ky., had that unusual experience not long ago.

On the morning of December 24, when his train, No. 205, southbound from St. Louis, arrived at Pinkneyville, Ill., he was notified by the sheriff at that place of a hold-up which had occurred a few stations down the line. He was told that three negroes had bound, gagged, robbed and painfully wounded a man on No. 252, a fast northbound freight train, and had then jumped off near Matthews, Ill.

Mr. Brownlee promised to deliver the three men to the proper authorities if they boarded his train.

When No. 205 stopped at Grubbs, three negroes went into the smoker. Mr. Brownlee recognized them from the description given him by the sheriff, and went directly to them.

Captured the Three Negroes

First, he asked for their fares. One of the men displayed a roll of bills, and paid for the three passengers. Mr. Brownlee asked the aid of another passenger to help him search the negroes for weapons. When it was found that they had none, they were forced to sit in a double seat at the end of the coach. The assisting passenger kept watch over them while Mr. Brownlee collected the remaining tickets on the train.

At the next station, Vergennes, Mr. Brownlee notified the sheriff at Murphysboro of the arrest. The negroes gave no trouble, and were delivered to the sheriff at Murphysboro. They have confessed to the crime.

The victim of the three negroes, a man 70 years ago, was given treatment at Pinckneyville, and was able to continue his journey, it was learned. He was in charge of an immigrant car, bound from Bolivar, Miss., to Climax, Kan.

Mr. Brownlee is a popular conductor on the St. Louis division, and his many friends have been congratulating him on his quick work in capturing the bandits.

D. S. Brownlee

He is not what we would call a veteran employe, but he has been in the service of the Illinois Central for a long time. He first started to work for the company in 1896 as a helper in the roundhouse at Pinckneyville, but worked only three months.

Started as Brakeman in 1889

In 1898 he accepted a position as a brakeman on the line between East St. Louis and Pinckneyville. He gave good, conscientious service, and after two years and a half was

promoted to freight conductor on the St. Louis district.

Mr. Brownlee was made passenger conductor in 1915 on what is known as the "Billy Bryan" run from Carbondale to Johnston City. The run was not named after the well-known national character, but after a conductor who was just as well known on that run as the other Mr. Bryan is known nationally.

Later, Mr. Brownlee was transferred to a run between St. Louis and Marion, Ill., and then to the position he now has, between Paducah and St. Louis.

Won a Friend Who Was Lost

There is a reason for Mr. Brownlee's popularity on the St. Louis division. He is courteous, kind-hearted and has the interest of the company foremost in his mind. With those qualities combined, a man cannot keep from making friends and retaining them.

A little incident in his life illustrates clearly just what caliber of man he is.

A woman boarded his train one day with half a frown on her face. He asked her where she was going just as she was about to enter the coach, and received a very short and snappy reply.

That sort of thing would never get by Mr. Brownlee unnoticed. He sensed discourteous treatment to that woman on the part of some other employe of the company, and he determined to have the thing righted and her good-will established if it were possible for him to do so.

"Thank you," he said when she handed him her ticket after the train had left the station.

He read the destination, and then said: "We are due in Carbondale at 11:10. Your train does not leave there until thirty minutes later. You will have plenty of time for a light lunch, if you wish it."

Nursed a Smile Back to Life

Just that, and her scowl began to fade. She turned her face from the window toward him, and there was a slight smile.

"I believe you will find the other side of the coach a little more comfortable farther down the track," he added. "The sun will be shining directly in these windows. Shall I help you move your baggage?"

The last remark clinched it. She moved, and the smile had grown considerably. When she was comfortably seated again, she looked up at him and said, "There is one good conductor on the road."

That is just one of many similar incidents he could relate if he were persuaded to go into the matter.

Soliciting business for the company is his favorite hobby. Frequently he persuades passengers to go on the Illinois Central after they had planned to go some other route.

Active in Traffic Solicitation

Although a passenger conductor, he does not stop with soliciting passenger business. Through his suggestion, a grocery company of Marion, Ill., a firm which seldom routed goods over the Illinois Central, now uses our line often. It was a simple matter for Mr. Brownlee.

He was acquainted with a member of that firm, and sent him a card asking for some of his freight business for the Illinois Central. The first response came in the form of a carload of potatoes, with the information to the freight agent that the shipment was made over the Illinois Central as a compliment to Mr. Brownlee, out of respect for his friendship and seeming interest in the welfare of the Illinois Central.

This grocery company learned that the service given by the Illinois Central was good, and the shipments have steadily grown.

Mr. Brownlee says he feels that the welfare of the Illinois Central is his welfare, and that if he is able to promote its prosperity he is promoting his own prosperity.

Beware!

If you find you have a grouch on,
Don't carry it too far;
Smile on every one you meet,
And your stock will jump to par.

Your friends will gather 'round you,
And your enemies will run;
That gives you more protection
Than would a bull-dog or a gun.

A grouch is so unnatural—
How they come no one will tell—
That, they say, if you die with a grouch on,
You will surely go to—well—

And, at a meeting held at our headquarters,
It was the unanimous decision
That there is no room for grouches
On the Minnesota division.

—T. M. Joyce, *Conductor, Minnesota Division.*

Five Veterans From Our Iowa Division

Two Station Agents, Section Foreman, Conductor and Train Baggageman Make Up the List

THE Iowa division of the Illinois Central System has five men in service whose total record of years employed is 222. The average years of service of these five men is 44.4. The oldest in service on the Iowa division, W. L. Beattie, has a record of 50 years piled up behind him, and the last of the five, James McCue, has spent 40 years with the company.

Mr. Beattie, agent at Omaha, Neb., has worked for the Illinois Central practically all of his life. He started to work as a clerk when he was 14 years old, and too small to handle a large ledger comfortably. W. M. Frantz, agent at Cherokee, Iowa, has been in the service for 47 years. The first two years were with no salary. Robert Peterson has helped to keep up a portion of the track of the Iowa division for 43 years. His entire railway experience centers about Cedar Falls, Iowa. H. C. Sprague, conductor between Omaha and Fort Dodge, had railway ambitions early in his youth, got a position with the Illinois Central and has remained in the service 42 years. Mr. McCue, train baggageman, has been an employe of the Illinois Central Railroad for 40 years, and has never visited Chicago.

Started When 14 Years Old

W. L. Beattie, agent at Omaha, Neb., is a true and loyal son of the Illinois Central. He has worked for no other company. The beginning of his fifty years of service dates back to when he was a boy 14 years old. His father died when he was only about 6 years old, and he was confronted with the problem of obtaining an education as well as helping provide for his home.

In the spring of 1872, he obtained a position as a freight clerk for the Illinois Central at Dunleith, Ill. That city has now been named East Dubuque. Young Beattie was but a lad, and too small to sit in a chair to make entries in a ledger on the table, but he was accurate and dependable. Comfort was provided for him by a large book placed on a high stool so that he would be able to reach the top of the table.

In those days, there was heavy freight traffic on the Mississippi River. Freight was received at Dunleith from the East and South. There it was unloaded from the trains, stored in the large freight house and then loaded on the steamboats. The boats were so large, and so much freight had to be handled, Mr. Beattie says, that often the reloading required as long as twenty-four hours. The loaded boats would then move to river points north of Dunleith. After their cargoes were discharged, these boats towed barges loaded with grain, a large percentage of which was grown in Minnesota, back to Dunleith. The Illinois Central had a large grain elevator there where the products of the North were stored until they were loaded on trains to be shipped to Chicago, the principal market.

Went to School in the Winter

It was in this kind of work that Mr. Beattie received his initiation into the service of the Illinois Central. But his employment lasted only through the summer months, when the river was navigable. Large forces were laid off when the river froze.

However, luck was with Mr. Beattie, although he did not fully realize it. With such an arrangement, he was able to go to school during the winter. If a steady position could have been obtained, he says, he would have gladly taken it, but now he is glad that he was able to attend school.

Continuous movement freight trains did not run into Iowa from Chicago then. Dunleith was the stopping point. If there were cars in a train which were for points West, they were transferred across the river by an engine which was held at Dunleith especially for that purpose. They were taken to Dubuque, and then handled by the western trains.

For three summers Mr. Beattie labored at the freight house in Dunleith. He was a hard-working lad, and the older employes took a keen interest in him. Telegraph operators cultivated his confidence and taught him their trade. He was a long time learning, since it was different from anything he had ever done

W. L. Beattie
James McCue
Robert Peterson
H. C. Sprague
W. M. Frantz

before, but he finally mastered it just as thoroughly as his clerical work.

Made Agent at Age of 19

When the summer of 1875 was drawing to a close, he was more eager than ever to retain a position through the winter. By this time he had become an accomplished operator. After repeated requests, he was assigned a position as operator in the passenger station at Dubuque.

That he was a conscientious worker is shown in the fact that the following spring he was made the relief agent at Dubuque. He continued in this position one year and then was made agent at Dunleith. That was a responsible position for a lad of 19, but he handled it well. He remained there until February, 1890, when he was transferred to Madison, Wis., as agent.

After he had been in Madison eight years, he was given the position as agent at Dubuque. He was there only four years when he was made the commercial agent at Council Bluffs, Iowa. Mr. Beattie was transferred to Omaha as agent in 1908, and he continues in that position today.

Started With No Salary

W. M. Frantz, agent at Cherokee, Iowa, has been in the service of the Illinois Central for forty-seven years. He started as a station helper in April, 1875, at Charles City, Iowa, with no salary. He wanted to learn to be a telegraph operator, and he worked as helper at the station in order to obtain the instruction.

Learning telegraphy was just as difficult for Mr. Frantz as it has been for many others, and it was two years before his services as an operator were of value to the company. At the end of that time, however, a salary of $20 a month was allowed him. He was given more important work, and in a few months was sent to Epworth, Iowa, as a relief agent.

He was in Epworth but one month when he was transferred to Cherokee, Iowa, as operator and clerk. His experience proved of value to him, and his ability won for him the same year the promotion to agent at Pomeroy, Iowa. It was a small station, but it was an advancement, and he worked hard to fit himself for further promotion.

Grasshoppers and Bad Winters

Mr. Frantz remembers the attack the grasshoppers made on the crops of the West back in those days. Millions of them swept over the land, he says, and destroyed all crops.

Another impression he has from his early days of railroading is of the severe cold winters. From 1878 to 1888, he says, the weather was much worse than that of the present days. He recalls the winter of 1880, which started October 16. The snow drifted and piled in such heaps that train service on the Cherokee district was impossible for a week. From that date to the following March, not more than a dozen trains operated through to Sioux City. One blizzard followed another during that time, and there was no help or facilities for fighting the snow.

In 1882, Mr. Frantz was made agent at Cedar Falls, Iowa. He remained there two years, and was then made joint ticket agent at Le Mars. He had served there seven years when he was made train dispatcher at Fort Dodge and Cherokee. Train dispatchers were ordered to work on 12-hour shifts in 1894, Mr. Frantz says, as a move toward economy. An agency looked better to him then, he says, and he asked to be transferred. He was made freight agent at Le Mars.

Busy Time as Chief Dispatcher

In 1896 he became the chief train dispatcher at Cherokee. At the same time he did all the operating, both local and relay, and took the car reports. In all, he says, he was on duty from eighteen to twenty hours every day. The superintendent promised more help, but Mr. Frantz asked to be transferred. He took the agency at Fort Dodge in 1896, and remained until 1902. In that year he was made the traveling freight agent.

On April 19, 1918, he accepted the position as agent at Cherokee, and he has been there since.

There is a vast difference between the freight trains of today and those of earlier railroading, Mr. Frantz says. A load of ten tons was considered extremely heavy at first, but now a carload is often as heavy as sixty tons. And the first cars were only twenty-six or twenty-eight feet long. He has seen land increase in value from $3 to $500 an acre all along the line, he says, and the direct cause was the railroad.

Mr. Frantz is a firm believer in the Illinois

Central System, and insists that it is the best railroad in the West.

Forty-Three Years at One Place

For 43 years Robert Peterson, 67-year-old veteran employe, has helped to keep up a portion of track on what is now the Iowa division of the Illinois Central System. He began as a laborer in the maintenance of way department at Cedar Falls, Iowa, in 1879. Five years later he was made a foreman, and he has held that rank for 38 years. His entire railway experience has centered about Cedar Falls. His first work was on the branch line extending toward Albert Lea, Minn., but shortly after his promotion to foremanship he was given jurisdiction over the 6-mile section extending eastward from Cedar Falls on the main line, and that has been his assignment ever since. He has never been in an accident. He has never suffered an injury of any kind. There never has been a derailment on his section—with the exception of cars leaving the track in the yards.

Mr. Peterson has requested retirement under the pension benefits offered by the company to its faithful employes. His health is not so good as it used to be. In fact, the reporter for the *Illinois Central Magazine* obtained Mr. Peterson's story piecemeal—first in the magazine office, to which Mr. Peterson paid a visit while on his way to the hospital in Chicago, and later sitting at Mr. Peterson's bedside in the hospital, which he entered January 17 for treatment.

A Native of Denmark

Mr. Peterson was born in Denmark. When he was 14 years old the family came to the United States, and since then his life has been spent either in or around Cedar Falls. His father was a carpenter, but he died shortly after coming to his new home, and Robert, as a boy, went to work early. He tried a number of occupations before entering railway service, at 24, as a maintenance of way workman.

Those were the days of 60-pound iron rail and dirt ballast. It was a task to keep the dirt filled in about the ties. The weeds had to be cut with shovels, and it was tiring work. Signaling hadn't been brought to a high stage of perfection then, and the foremen would station two of the laborers to keep a lookout for trains while the work went on. A coming train meant redoubling speed to put the track in temporary condition for passage. But traffic was lighter then, too. The locomotives had the queer-looking bell-shaped smoke-stacks one now sees only in the pictures of early days or occasionally in an industrial plant which uses equipment scrapped by the railroads. The box cars were 26 or 28 feet long. A gondola car with a capacity of 20 tons was a monster.

Handling snow has not been so difficult of late years in Mr. Peterson's territory, but in the old days on the Albert Lea line, he remembers, the men had a job on hands in keeping the line open during the winter months. Frequently they spent their 10-hour days building walls of snow and scooping out the drifts as rapidly as they formed.

Right-of-Way Was Unfenced

In those early days, too, the waylands were unfenced and stock grazed on the right-of-way. Stock killing was frequent then.

Mr. Peterson believes the period of the youthful marauder is passing. Possibly mischevious boys are finding something more profitable to do than going over the tracks, putting spikes and bits of stone and iron on the rails, "to see what would happen." Three or four years ago, however, Mr. Peterson came the nearest to an accident that he ever experienced. Pranksters had covered the rails with small stones, and the stones almost wrecked the motor car on which Mr. Peterson was riding.

When Mr. Peterson began work a section laborer was paid $1.10 a day—11 cents an hour for ten hours' work. When he was promoted to foreman a foreman's pay was $40 a month, or slightly more than one-third what it is now.

Mr. Peterson and his wife are the parents of two children, both of whom are married. The son, Winnie, is an engineer for the Great Western at Clarion, Iowa.

Looked Forward to Railroading

H. C. Sprague, conductor on the line between Omaha, Neb., and Fort Dodge, Iowa, had railway ambitions early in his youth, he says. He was born on a farm near the now famous little city of Marion, Ohio, and lived there until he was about 18 years old.

All through his boyhood days, he says, his imagination turned the farm wagon, on which he would ride daily, into a passenger train. He was the whole crew, from engineer to flagman. He was a busy boy shoveling imaginary coal and collecting tickets on his crowded "train." But when brakes were to be applied to avoid an impending collision, that was real.

He would shove down the old bar with a masterful thrust.

Mr. Sprague cannot remember that he had any particular railway position in mind when he was young. He does recall, however, that he was determined to go into the business at the earliest possible opportunity.

When he was 18 years old, his parents moved to a farm in Wayne County, Illinois. Two years later, he married.

From Farm to Coal Mine

In 1880 Mr. Sprague decided to break away from farm life and obtained a position in the coal mines at Centralia, Ill. He wanted to enter the railway business then, but there was no position open. He placed his application with F. A. Rugg, who was then trainmaster for the Illinois Central, and worked in the mines to await developments. He lived at a house where the railway men stayed, and talked railway matters with them.

As he looks back on it, he says, he must have been a terrible bother to the trainmaster. He hounded him continually for a position, but was refused. Other young men obtained positions as brakemen from the trainmaster, and Mr. Sprague says that he could not understand why he was refused when his application was in long before. But now he believes that the trainmaster had more interest in him than he thought at that time. Braking was a dangerous occupation then. The old link-and-pin coupling was in use, and it necessitated going in between the cars, steering the links with the hands and guiding the pin to its proper place. And Mr. Sprague was a young married man.

Finally Got Job as Brakeman

But after three months, Mr. Sprague's determined efforts obtained for him a position as a brakeman. He was placed on a run between Centralia and Cairo. Trains did not hold together so well in those days as they do now, he says. Many times the pins and links would break, and often a train going down hill would be in three or four pieces.

Mr. Sprague's interest in the railway business made a good brakeman out of him. He says that he never thought of promotion or a larger salary. He was enthusiastic about his work, and did it to the best of his ability. That was his satisfaction. After one year had passed, he was promoted to a position as freight conductor on the same run.

In the fall of 1887, when construction on the lines to Sioux Falls, S. D., and Onawa, Iowa, was begun, Mr. Sprague was transferred to that territory as conductor on a construction train. When the work was completed in the fall of 1888, he was given a regular freight run there.

Back to Construction Work

After he had been on this run for four or five years, he was made a conductor on the line between Sioux City and Cherokee. It was a local freight run. He remained in that position until construction on the line between Council Bluffs and Tara was started. Then he was again transferred to a construction train.

At the completion of this line in 1900, Mr. Sprague was promoted to passenger conductor. His run was between Omaha and Fort Dodge. This was a higher position than his ambition had pictured him in the railway business, he says. Mr. Sprague has continued on the run between Omaha and Fort Dodge since. His trains are Nos. 11, 12, 13 and 14.

Mrs. Sprague died last October. Mr. Sprague and his daughter live in Council Bluffs.

Mr. Sprague is a fine man to know. The word "gentleman," often misused, fits him perfectly. He is kind, courteous and is continually on the lookout for the comfort of the passengers of his train. He has an army of friends.

Hasn't Visited Chicago Yet

James McCue, train baggageman on the Iowa division, forty years an employe of the Illinois Central System, is a great traveler—on business. But probably the most peculiar thing about Mr. McCue is the fact that he confines his traveling strictly to his business duties. Although he was born at Amboy, Ill., within seventy miles of Chicago, and has made railroading his life work within easy traveling distance of the big city, he has never visited Chicago.

In fact, he says, he has never asked for a pass off the Illinois Central, and the only traveling of any consequence he has done on the Illinois Central, outside of his work, was one trip from Waterloo, Iowa, his present home, to Amboy.

Like Conductor W. H. Sharkey, recently described in this magazine, Mr. McCue got his start in railway work by cleaning coaches for the Illinois Central at its Amboy shops. Bob Richards at that time was foreman of the car shop. That was in 1870, when Mr. McCue was about 14 years old, and the

Amboy shops were just about the most important shops on the Illinois Central. The shops were dismantled some years later, however, after Mr. McCue had left Amboy, and so his pass above mentioned, from Waterloo to Amboy, after forty years' absence, took him into unfamiliar scenes.

Got $1 a Day at Age of 14

Comparing his own coach-cleaning work with Conductor Sharkey's, Mr. McCue points out that he escaped the care of the stoves which Mr. Sharkey had a few years later, and consequently that his hours of work were not much different from those in vogue today. He worked only six days a week and was paid at the rate of $1 a day—a fine wage for a 14-year-old boy in those days.

After about two years in the shops, Mr. McCue gave up railroading and took up farming for several years, but he got back into the game in 1881 as a brakeman, serving between Waterloo and Sioux City, Iowa. He alternated as brakeman and extra conductor until 1895, when he was seriously injured in a train accident. When he recovered, in 1896, he started running baggage, and he has been in that line of work ever since. For several years he ran between Lyle, Minn., and Dubuque, Iowa; that was before the line was extended to Albert Lea, Minn.; but now his run is from Dubuque to Fort Dodge, and he has matters so arranged that he can lie over in Waterloo, where he has made his home in the same house for twenty-six years. He lives at 514 East Second street.

Reported Dead After Accident

Mr. McCue's serious injury happened March 9, 1895, when he fell between the cars at Duncombe, Iowa, and two trucks passed over him. His injuries were so serious that some of the papers reported his death, but he managed to recover, in spite of his crushed shoulders and dislocated hips, after seventeen months off duty. His left ankle is still "dead" as a result of this accident, and this hampers him somewhat in climbing in and out of cars.

Outside of the injury, however, he has always enjoyed satisfactory health, and he says he expects to outlive many of those who at one time thought him dead.

Mr. McCue was born October 5, 1857, and therefore is 64 years old at present, but he handles his work like a younger man. After twenty-five years' experience with baggage, he says that the system of work is simpler now than when he started and that there seems to be less baggage to handle, although the amount of company mail has naturally grown with the growth of the company.

Pensioner Hears Illinois Central Praised

The following letter to Vice-President L. W. Baldwin is from John Sullivan, pensioned supervisor, 1030 South Galena avenue, Freeport, Ill. Mr. Sullivan writes after a trip to New Orleans:

"My object in writing this letter is to let you know of the fine service we had on your trains and how glad I felt for the great improvements that have been made since I worked on the Louisiana division. The change is wonderful.

"I have heard some very nice things said in the smoking rooms of the sleepers about the Illinois Central that would make the management feel proud. In coming north from Canton, I made some remark about the clay soil. One of the men, whose father-in-law owns a great many acres of land near Canton, said this clay land yielded good crops when fertilizer was used. I said the Illinois Central went through all kinds of soil and climate. Another big man of big business, a native of Illinois but in business in Texas with steamboats and railroads, said: 'The Illinois Central is a great railroad. I think it is intellectually great and physically strong.'

"We left New Orleans at 8:30 Sunday morning and arrived in Chicago at 10:45 a. m. the next day, right on the dot. How much different from the early methods of moving trains! At a roadmasters' convention in Chicago some time ago, the president of the association in his address said that, in the early days of railroading, if the trains running in opposite directions did not meet at designated stations, a man on horseback was sent to the next station to hold the train that failed to make its meeting point.

"You surely have reason to feel proud of your present system. I beg pardon for bothering you with this letter, but I like to honor those to whom honor is due."

Electric Lights Serve Engineer's Chickens

E. E. White of Waterloo, Iowa, Gives Them Summer in the Winter and Gets Fine Return in Eggs

Poor Man's Cake

Take 1 cup of sugar, 1 tablespoonful of butter and 1 egg; beat together with 1 cup of milk, 2 cups of flour, 2 teaspoonfuls of baking powder and 1 teaspoonful of vanilla. Bake as two layers in 8-inch pans about 35 minutes. For the filling between the layers, chop half a pound of figs in a meat grinder and mix with 1 cup of brown sugar and 1 cup of cold water; boil until it spins a thread. For the icing, mix 2 cups of powdered sugar, 2/3 cup of butter, ½ teaspoonful of vanilla and a little cold coffee.—Recipe of E. E. WHITE, *Engineer, Minnesota Division, Waterloo, Iowa.*

ANY poultry man who can average close to an egg a day for every two hens during the winter is likely to consider himself more than lucky, but an achievement such as that is nothing unusual for E. E. White of 911 Lincoln street, Waterloo, Iowa, for twenty-four years an employe of the Illinois Central. In his backyard poultry house at Waterloo, Mr. White maintains about 110 single comb White Leghorn hens, and from those hens in December he received 1,588 eggs—an average of almost 51 a day. And what is more to the point, he was selling those eggs at an average price of 60 cents a dozen; his expenses for the month were $17.50, and his receipts were $79.20. This is a profit of better than $60 in one month, made in spare time and in a space no larger than the average small-town backyard.

For the first sixteen days of January the egg record of these hens varied from 39 to 62 a day; prices varied from 40 cents to 50 cents; daily sales fluctuated between 3 and 6 dozen eggs, and the daily receipts ranged from $1.20 to $3 a day. January 17 the hens had laid 49 eggs up to 1 p. m. While Mr. White is out on his run as a freight engineer between Waterloo and Freeport, those hens are piling up for him an extra profit of close to $2 a day that is more than welcome. That ought to be enough encouragement to keep anybody cheerful and well-fed, and those who know him say that Engineer White is one of the biggest and best-spirited employes on the Minnesota division.

Has Summer All Winter

Mr. White's success with his poultry is not the result of blind luck and haphazard methods in the care of his flock. Far from that. The figures previously cited show that he keeps exact records of production, and the unusual winter production—the real test of successful poultry raising—is the result of thoughtful planning and scientific care. That does not mean that Mr. White spends a great deal of money on his flock; it means merely that he knows what is needed, and he is not

Mr. and Mrs. E. E. White and Their Boys

afraid to devote his spare time to doing those things.

Mr. White's 20-by-24-foot half-monitor chicken house is well-ventilated, cleanly kept and electrically lighted. Those electric lights are perhaps the biggest secret of the forced production of winter eggs. Instead of allowing his hens to loaf by going to roost at the early winter twilight and remaining there until the late winter dawn, as most folks do, Mr. White turns on his lights and imitates summer conditions for his hens all winter long. He gets them up at 6 o'clock in the morning and keeps them at work until almost 8 o'clock at night—a 14-hour day, as compared with the 9- or 10-hour day that most hens enjoy.

Then, too, he simulates summer conditions in the food he gives them. Their big event of the day is the noon feeding with a pan of sprouted oats. The way those hens scramble for the oat sprouts and the curly white oat roots indicates their keen enjoyment of the food.

A Busy Day for the Hens

The hens' daily schedule runs something like this: 6 a. m., lights go on, up for the day; shortly thereafter, feed (one quart of grain to every fifteen hens) and luke-warm water, work done by one of the sons of the house (Mr. White has five boys, from 7 to 17, great hands for chores); all morning, scratch around on the straw-covered floor, drink from the automatic water fountains, eat occasionally from the suspended pails full of laying mash, lay eggs; noon, a treat of

Above, Mr. White, his youngest son, the family dog and the prize-winning rooster, which Mr. White is holding. A morning's yield of eggs is laid out on the window-sill of the chicken house. Below, the chicken house and, at the right, the boys' pigeon cage.

sprouted oats; afternoon, same as morning; lights go on at dusk; eat (one quart of scratch grain to every ten hens); work some more; lights dimmed at 7:30, out at 8; climb on medicated roosts for the night.

These roosts are of wood; they have troughs containing oil, which seeps out through the cracks and keeps the roosts sanitary by killing mites.

Mr. White simulates summer conditions in everything except heat for his hens. This, he says, is not necessary; it is better to have good ventilation. Consequently several of the windows on one side of chicken house are kept open almost all the time; only in the severest weather are all the windows closed. The walls are double boarded, with tarred felt in between, so that there is no draft. The house is cleaned every day, and a depth of 6 to 8 inches of clean straw is kept on the floor all the time. The place is frequently disinfected for lice.

Makes His Own Equipment

The nests are of the Iowa farm design, built in tiers along the wall, with narrow openings for entrance, and no steps for the hens to climb up along. Mr. White is now planning to supplant these with new and improved galvanized iron nests which he is making himself.

Mr. White also made his own sprouting machine which prepares the pans of sprouted oats for the noon-time meal. This machine, which he keeps in the cellar, near the furnace, is practically a tall galvanized iron incubator, with double walls, with an oil lamp at the bottom and moist heat passing over and around the eight pans of dampened oats which are kept developing day by day. This

The White home at Waterloo

Mr. and Mrs. White, showing empty pan and pan of sprouted oats.

gives one pan a day for the week and one for emergencies, and it takes about a week for a pan of oats to sprout sufficiently for feeding. The pans are of galvanized iron, 14 by 18 inches and 1 inch deep; the bottom is perforated. Mr. White also has two incubators.

The start of the White family in the chicken business dates back about two years. They started with six chickens and kept picking up more and reading more about the matter, until now they keep more than 100 all the time. Their neighbors kept asking for the eggs, and now they have a nice little private business worked up, with the boys to do the chores and the delivery work and Mrs. White to make the choice when culling is to be done and chicken meat is needed for the table. Mrs. White never kills a laying hen, Mr. White declares.

He Is Now Selling Settings

Mr. White's chickens are of the Ferris strain of single comb White Leghorns. His initial settings were obtained from the Iowa Demonstration Farm, near Cedar Falls. Now he is selling settings on his own account. The end of January saw his chicken house divided into three breeding pens by wire netting. In one pen, selected by the county agent, were the choice hens of the flock, and Mr. White is selling their eggs for setting at the rate of $3 for 15 eggs; the

second and third pens produce settings that sell around $2. In addition, he also sells a few baby chicks.

Mr. White has not gone in extensively for prizes at poultry shows. Last year saw his first exhibiting, and one rooster and four hens of his won the prize for the third best pen at the Waterloo show.

Overhead expenses have not bothered Mr. White much in his poultry venture. The investment required even for his chicken house was small, as most of the material came from old box cars and car doors he obtained from the company, and D. M. Delancy, his fireman, helped him put the house together. Not a carpenter has laid hands on it.

Mr. White is a subscriber to a poultry journal, and he always reads all he can about the subject. He declares that the use of electric light increases the production of winter eggs more than half, and in proof he cites the fact that his production in December, 1920, a bad winter, was only a few dozen less than the production for December, 1921, a comparatively good winter. In December, 1920, however, he received 80 cents a dozen, compared with 60 cents a dozen in the December just past.

An Excellent Baker of Cakes

Mr. White, in addition to making a success of the poultry business as a sideline, is noted as one of the best cake-bakers in his part of the country. In proof of this, two of his favorite recipes are presented in connection with this article. To show that the hand that controls one of our 2900-type freight engines can handle as well the mixing bowl and the cake pan, he will go into the kitchen and turn out one of the best cakes you ever set your teeth into. The writer has sampled Mr. White's product and can vouch for its excellence.

Mr. White also is an expert with the rifle and the shotgun, and his reputation for marksmanship is widespread. One of his tricks is to eject an empty shell from a repeating rifle, draw in another shell and hit the first shell before it strikes the ground. He has proved himself a prize-winner in breaking blue-rocks with a shotgun. He frequently goes on hunting trips, and he always keeps a collection of guns in the house.

Twenty-Four Years With Company

His service with the Illinois Central started March 2, 1898, when he began work as a helper in the roundhouse at Freeport, Ill. He was a native of Nevada, Ill., but was picked off the farm by his uncle, M. L. Hanley, now traveling freight agent at Freeport. August 11, 1898, he started firing between Freeport and Chicago. His service on the Minnesota division dates from 1901. He was examined in 1902 and did his first work as an engineer on a work train. For eight years now he has been an engineer on the same freight run between Freeport and Waterloo. His present engine is No. 2968.

Mr. White was married in 1903. The Whites now have five boys, previously mentioned: Bob, 17; Ed, 15; Hanley, 12; Dick, 10, and Joe, 7. These boys are a great help with the chickens, although it is believed that they prefer tinkering with their wireless apparatus, which has an aerial overhanging the whole backyard.

Fruit Cake

Take 2 large cups of sugar, 1 quart of water, 1 pound of raisins, 1 pound of currants, some cinnamon and allspice; mix and let boil half an hour. As you take it off the stove, add two tablespoonfuls of lard. Allow to cool. Work in salt, 1 tablespoonful of soda, 4 cups of flour and 1 cup of nuts. Bake about an hour.—Recipe of E. E. WHITE, *Engineer, Minnesota Division, Waterloo, Iowa.*

A GOOD IDEA

"After reading my November and December numbers of the *Illinois Central Magazine*, I handed them to the librarian of the Toledo Library, established by the schools and some outside aid," writes Flavius Tossey of Toledo, Ill., attorney for the Illinois Central in Cumberland County. "The librarian was glad to get these numbers, and they will be read alike by old and young patrons. I am confident the reading of these magazines by library patrons will have a tendency to promote, in some degree, a good feeling toward the company in the minds of a good class of people. I write this as a suggestion that members of the Illinois Central family at any places on the company's lines, especially in moderately populated communities where there are libraries, who receive the magazine, might do as I did—read it, and then place it in the nearest public library."

Our Wire Service South of the Ohio River

B. Weeks Heads Extensive Telegraph and Telephone Organization That Has Its Own Problems

THE Illinois Central Southern Lines, made up of the lines south of the Ohio River, and the Yazoo & Mississippi Valley Railroad, known as the "Valley Road," have their telegraph and telephone department in charge of B. Weeks, superintendent of telegraph, Memphis, Tenn., who entered railway service as agent-operator at Kenner, La., in November, 1883, during the construction of the Valley Road.

At that time a pole line was constructed from New Orleans to Baton Rouge, with one wire to which telephones located at various construction camps were connected; this was about the first use of telephone in railway construction. When a regular passenger train was put on, telephones were removed, and the wire turned into telegraph service and extended to Vicksburg and Memphis for the use of dispatchers, after which a second wire was strung from Memphis to New Orleans for other business.

Relayed Messages Through Cairo

The Illinois Central at that time operated two wires from New Orleans to Cairo, one wire being used jointly for dispatching trains and for local messages, and the second wire being connected to terminal and junction

points; the Chicago business was relayed through Cairo.

The total wire mileage of the Southern Lines at that time was about 1,200 miles, and the Valley Road had about 900 miles of wire.

The Illinois Central later on acquired control of the C. O. & S. W. Railroad from Memphis to Louisville, the Mississippi & Tennessee from Memphis to Grenada, and the Valley Road from Memphis to New Orleans.

The telephone and telegraph forces at Memphis: Upper picture, back row, reading from left to right—D. C. Walker, Bertha Bridges, J. Reed Wells, C. S. Priddy, Glen Roach, J. I. Evans; front row, left to right—A. L. Stahl, L. L. Blakley, Christine Beckham, J. E. Drewry, J. B. Hughes, B. Weeks, H. Johnson.

The telephone operators, middle picture, upper row, left to right—Anna Lowe, Hannah Regan, Julia Price; lower, left to right—Vernie Garrett, Bertie Wilson, Lucile Brazelton.

At the switchboard, lower picture, left to right—Operators Brazelton, Lowe, Wilson, Price, Garrett, Regan.

The first installation of equipment for telephone train dispatching was on the Louisiana division in April, 1909, and the telephone is now being used for this purpose on all of the main line divisions of the Illinois Central Southern Lines and the most important districts of the Y. &. M. V. This has been followed by the installation of second, or local, telephone lines on these districts, in addition to which the department is operating a long distance telephone circuit, leased from the telephone company, from Louisville to Memphis and over the Y. & M. V. to New Orleans.

Sleet—a Frequent Cause of Wire Trouble

Nearly 9,000 Miles of Wire

The total circuit miles for train dispatching by telephone are now 1,826; local message lines total 1,681 miles; leased lines, 863—a total of 4,370 circuit miles, representing some 8,740 miles of wire. The telegraph service, requiring about 8,000 miles of wire, operates a duplex telegraph between Chicago and New Orleans and from Chicago to Memphis. The Memphis telegraph office sends to Chicago daily, between 8 a. m. and 6 p. m., about 300 messages and reports, the average time of these messages on hand being 30 minutes; during the same hours about 250 messages daily are sent to other offices.

The Memphis telephone exchange is presided over by Miss Vernie Garrett, and the New Orleans telephone service is in charge of Miss Angie O'Rourke. A recent check of calls handled by the Memphis telephone board shows a total of 464 in and out and through connections on toll or long distance lines between 8 a. m. and 5 p. m.; local calls totaled 4,052. The value of the long distance calls handled through the Memphis exchange, based on the lowest commercial day rate, would be more than $300 a day.

Studying Wireless Telephony

Experiments are being made in wireless telephony. Equipment has been received which enables the department to pick up telegraph sending; under favorable conditions, it has received telephone conversations, music, and singing sent broadcast at night from Pittsburgh and Denver. This work will be continued and receiving stations established at other important points. With the development in the work, transmitting stations will probably be installed for wireless telephone communication between important points on the Southern Lines and the Y. & M. V.

During 1921 repairs were made to telegraph lines which involved the setting of 3,159 new poles, resetting 1,885 which had become defective at the ground line, and installing 825 anchors for protecting the line.

T. J. HUDSON DIES

T. J. Hudson, former general traffic manager of the Illinois Central, died January 21 at St. Petersburg, Fla., after an illness of more than a year. He was 75 years old. Mr. Hudson was in the service of the Illinois Central System for thirty-one years. He obtained his first railway experience with the Chicago & Alton Railroad, and came to the Illinois Central in 1877 as superintendent of the Springfield division. In 1881, he was made superintendent of the Chicago division. Five years later he was promoted to superintendent of the Illinois and Iowa lines, with offices in Chicago. He had held this position one year and seven months when he was promoted to traffic manager. He was traffic manager from 1887 to 1905, when he was promoted to general traffic manager. March 12, 1908, he retired from active service on a pension.

Editorial

ABRAHAM LINCOLN

We feel that we need offer no apology in making the February number of the *Illinois Central Magazine* a tribute to the memory of Abraham Lincoln. That his birthplace at Hodgenville, Ky., is a shrine to which many pilgrims travel each year over the lines of the Illinois Central; that his years of preparation for the leadership of the Nation were spent at Springfield, Ill., on the Illinois Central; that the railroad traverses a territory which Lincoln loved devotedly, and in which he lived until called to Washington—these would be reasons enough. Further than that, however, the immortal statesman was once our co-worker. He served the Illinois Central as an attorney for nine years, and the record of his service is our proud heritage.

We have essayed therefore to present a story of Lincoln from the three phases in which he came into most intimate contact with the railroad. Judge Drennan has contributed an article on Lincoln's service to the Illinois Central as an attorney, and illustrated articles deal with his birthplace and the Springfield memorials. We have passed over those details of his life which are more intimately known from an historical standpoint, and we also have attempted to supplement the work of the late Colonel H. L. Anderson, former editor of the magazine, who contributed an interesting and valuable sketch of Lincoln's life in the early months of 1913, through these pages.

Our effort has been directed upon a presentation of a human interest story of the renowned statesman, in a manner that employes of the Illinois Central System will feel touches their lives directly. We have not tried to draw a sermon from his life—we believe the simple record of his life in itself is ennobling. We could say little to add to his glory.

OUR COURTESY RECORD

From time to time we have published in the magazine excerpts of letters from patrons complimenting the Illinois Central System upon the prompt, efficient, courteous service exhibited by employes in the various departments. The other day an officer of another railroad, who has occasion to travel frequently over our lines, told the editor that in his opinion there are no more courteous train service employes than ours. He was asked to put his compliment in the form of a letter which could be used in the magazine. Here's what he wrote:

"On the frequent trips which I am forced to make over the Illinois Central System I have been very much impressed with the courtesy and attention paid to passengers by the train crews, including dining-car stewards and Pullman employes. There seems to be a good fellowship prevailing, and the passengers are made to feel that they are guests of the company rather than so much livestock being transported, as seems to be the feeling which exists upon some other lines that I might mention. I am led to make this comment because there is nothing which makes a man feel so good as to know that his efforts are appreciated, not only by his employer but by the public in general.

"You will appreciate that it naturally follows when people are well satisfied with the treatment they receive in traveling they become boosters for the line according them proper consideration—and that naturally attracts other people to travel over that line, as well as to ship their freight that way."

RAIL FACTS VS. FANCIES

A letter from President Markham to the employes of the Illinois Central System calling attention to a campaign of misrepresentation carried on by men claiming to represent the sentiments of the railway employes of the country was published in the *Illinois Central Magazine* for January (pp. 7-8).

Mr. Markham gave a summary of four specific accusations made against the railway managements of the country, without excepting the Illinois Central, by Frank J. Warne, who was employed by the train and engine service brotherhoods, before the Senate Com-

mittee on Interstate Commerce during December. He urged that employes examine the accusations with respect to this system and asked them to report to him any evidence they might find that the unlawful practices charged by Mr. Warne were indulged in on the Illinois Central System. He suggested that employes finding the charges to be false owe it to their honor to repudiate the leadership of men engaged in such misrepresentation.

Following the letter to employes, Mr. Markham and the other officers have received a great number of letters from employes in which they declare their resentment against such misrepresentation. The letters have come from every part of the Illinois Central System, from representatives of every class of employment. Many have been from men who have represented their organizations in dealings with the management with respect to wage scales and working conditions, and they declare that they have found the management willing at all times to meet the employes' representatives on a fair basis.

The family spirit of the organization of the Illinois Central System has been exemplified by the letter and the results it has produced. Mr. Markham gave evidence of his confidence in the men of the road when he addressed his letter of December 20 to them. Many of them gave evidence of their confidence in the management when they came back promptly with the response that they do not approve of abuse and misrepresentation. Both Mr. Markham and the men exhibited their confidence in the railroad by repudiating entirely the accusations made by Mr. Warne.

There is no quarrel between the management and the men of the Illinois Central System. The family spirit in which the organization carries on has been strengthened by the mutual exchange of confidences.

In further proof, however, of the truth of Mr. Markham's charge that men claiming to represent the railway employes have been misrepresenting facts in their abuse of railway managements has come a letter from William H. Johnston, president of the International Association of Machinists. Readers will find it published elsewhere in this issue. Mr. Johnston, overlooking the specific charges upon which Mr. Markham's letter was based, quoted testimony given by Glenn E. Plumb before a committee of the House of Representatives, December 14, purporting to show that the railroads of the country are valued by the Interstate Commerce Commission for rate-making purposes at a figure more than ten billion dollars in excess of their "actual valuation." Mr. Markham's reply also is reprinted in this number.

Mr. Plumb and Mr. Johnston use an unique method in determining the "actual valuation" of the railroads. The Interstate Commerce Commission has been engaged for a number of years in the work of determining the value of the railway properties of the country. Thus far they have served tentative valuations upon twenty-four Class I railway systems out of a total of about 200, but the twenty-four roads have a mileage of only about 7 per cent of the total. With the exception of the Rock Island Lines and the Central of Georgia, the roads thus far tentatively valued have been small roads. A number of them were in receivership or in the process of reorganization at the date on which their tentative valuations are based. Some of them have since been reorganized. They are thoroughly unrepresentative, as a group, of the railroads of the country. No intelligent person will say that the valuation per mile of one of the branch lines of the Illinois Central System, for example, can be taken as a basis for arriving at the valuation of all our lines. And yet that is what Mr. Plumb and Mr. Johnston did, in taking the valuation per mile of 7 per cent of the railway trackage of the country and attempting to compute thereon the value of all railway properties, mile for mile. Not only have they erred in that, however, but Mr. Markham points out graphically that by a misuse of figures on *miles of track* and *miles of line* they have thrown their calculations off more than 50 per cent and rendered them entirely worthless. For the twenty-four small roads tentatively valued they have taken the average value per *mile of track* (including all track) and multiplied it by the number of *miles of line* of all roads (first track only).

Mr. Plumb claims to speak for the railway employes of the country. He calls himself general counsel of the Organized Railway Employes of America. So far as the records indicate, he represents the organized employes of all the railroads in the United States. Mr. Johnston is the chief executive officer of one of the crafts organizations. Their exposure by President Markham is complete, and this

after-effect of our president's December 20 letter is further testimony of the need for a statement such as Mr. Markham made. It has set our men to thinking. They have said they resent the unfair tactics employed by their self-styled leaders.

Some of Our 1921 "No Exception" Records

O. D. Weitzel, agent at Cedars, Miss., reports as follows:

"Below I quote the number of carloads of freight handled at this station, inbound and outbound, for the year, January 1 to December 31, inclusive, 1921: Outbound, 222 cars; inbound, 391 cars; total 613 cars.

"Also the number of pieces of LCL freight and pounds handled inbound and outbound: 1,145 pieces, or 59,961 pounds (30 tons) LCL freight, outbound; 1,485 pieces, or 71,400 pounds (35½ tons), LCL freight, inbound.

"During 1921 not a single bad order report was issued against the foregoing freight handled here, and not a single short report was issued against this freight.

"I hope that I shall be able to write you another letter of this nature at the close of the year 1922."

Pressed for an explanation of how he did it, Mr. Weitzel wrote:

"First, I check the LCL freight from locals to the warehouse carefully; next I check it from the warehouse to each person receiving it. In delivering part shipments I check and make notation on the back of the delivery receipt, showing that he received that load; then I take his signature for it.

"When I am not delivering freight to or from my warehouse, I keep the warehouse doors closed and locked.

"As an agent performing my duty, I have picked up oats, corn, and flour, putting them back in the torn sacks and sewing the sacks up. I have picked up soap, cookies, sugar and all sorts of various canned goods, placed them back in boxes, then securely nailed the boxes, therefore preventing exceptions.

"When I receive at my station shipments of glassware or crockery and the container shows signs of rough handling, I have the consignee open it before removing from the warehouse, and I check by invoice, also examining carefully to see if the shipment is cracked or not. Many and many a shipment of glassware or crockery is not broken by the railway company but broken by the one who handled from warehouse to store.

"When I check a piece of freight short, I put a tracer after it the same day it checks short; nine times out of ten you will locate it by prompt handling of the tracer.

"I never accept household goods, merchandise or LCL freight of any kind unless it is properly packed.

"If all agents will live up to the existing instructions in regard to handling LCL freight, I am inclined to believe that the percentage of claims filed can show a 50 per cent decrease annually."

G. W. Spicer, agent at Alburnett, Iowa writes as follows:

"My claim report for December, 1921, is blank, as was the whole year. I had five bad order reports in 1921 and one short report.

"We can all keep exceptions down if we will only watch and make a special effort, as one has to do if we win out in anything.

"I have interested myself enough to run through my business report for 1921, and I see that my freight forwarded for twelve months was $9,615.55; freight received was $21,667.50, and the total was $31,283.05. No claims, one short, five bad orders."

S. F. Quinn, agent at Logan, Ill., writes:

"I finished the year, 1921, without a short and very few bad orders. I think it is very good for 1921, station running from 300 to 500 Pro's per month. I aim for the same in 1922."

TRAINLOAD OF CORN

Considerable comment has been evoked by a trainload of twenty-five cars of corn which recently moved out of Onawa, Iowa, over the Illinois Central, three cars being consigned to Sioux City, Iowa, and twenty-two to Chicago. The total weight of the shipment was 2,444,000 pounds, or 1,222 tons. By shipping the corn on January 1 the shipper took advantage of the reduced rates placed in effect on that date. This was one of the biggest shipments of corn recently made. It was declared at Onawa to be a sign of returning prosperity, as all of the corn was bought in that territory on the east bank of the Missouri River.

PUBLIC OPINION

What the World thinks

GET TOGETHER

No matter the wind,
No matter the weather,
No matter the why,
No matter the whether—
Master and man
Must get together.

From an Ohio daily I glean the following editorial bit:

"An Indianapolis paper tells how the Central Labor Union of that city has planned to invite employers of labor to address that body during the winter months. The meetings, it is explained, are not to be occasions in which there are to be wranglings and contentions and discussion as to the relative merits of each cause, but they are to be held for the purpose of getting a better understanding through calm and dispassionate statement. The president of the labor organization says that one of the greatest needs is to have each side get the other's viewpoint; and the series of talks starts out with strong encouragement that this will in a considerable measure be accomplished."

Get together!

If nations, with all their selfish and conflicting interests, can get together on a major problem like limitation of armaments, capital and labor in America should be able to get together.

I trust the effort in Indianapolis is sincere; and I trust it may succeed.

The first business man who talked at the initial meeting of the proposed series said:

"The time has come for employers and employes to realize that they cannot get along without each other. That one class cannot prosper unless the other does. That it is as much to the employer's interest that his workers be prosperous and contented, as it is that his business be healthful and active."

Likewise, it is just as important to the workers that the business of their employers be prosperous—for without that prosperity he cannot give employment.

Get together!

If capital cannot give some reasonable return for its investment, the people who furnish capital will cease to do so.

They will decide to withhold it—and take no risks—and undergo no anxiety.

When capital is active—working people are benefited.

When capital is inactive—laborers are hurt.

Slack business means a small payroll; dead business means a closed plant.

Get together!

The careless, lazy worker is an enemy to all his loyal and industrious fellows.

Workers in hard luck hesitate at hard work.

The employer who doesn't pay as good wages and furnish as good working conditions as he can afford is an enemy to his fellow employers.

Get together!—Chicago (Ill.) *Journal of Commerce,* January 7.

ASKS FOR CRITICISM

Among transportation lines in the South the Central of Georgia Railway stands out conspicuous for its endeavors to establish a better understanding between its organization and the public. President William A. Winburn has, by means of advertisements, asked the public for constructive criticism concerning his road, so that any causes for dissatisfaction existing may be revealed and removed if possible, the idea being to do away with any difficulty before the public has been aroused to complain about it. In his publications he takes the people into his confidence by openly considering and discussing the problems of the railroads, and already he has developed a spirit of public co-operation with an absence of antagonism that is very gratifying.

The wisdom of this course upon the part of a leading railroad is apparent to any one, and it is bound to react favorably not only upon its officers and employes, but to the advantage of other railway organiza-

tions, which cannot fail to be influenced by the spirit of friendly relationship that will be created between the line and its patrons. The plan while partly new is not altogether so, for the Illinois Central Railroad Company, which controls the Central of Georgia Railway, started it some time ago, President C. H. Markham surprising the traveling and shipping public along the lines of the system by requesting them to point out things to which they objected and to suggest remedies. The results were gratifying then, as they are now in the case of the Central of Georgia road.

It will be observed that "constructive criticism" is requested. It is well that it is so. There is too much of the "knocking" style of criticism, which creates hostility and anger, but does not, as the saying goes, "get anywhere." If any one finds cause for complaint about a railroad it is almost certain that thinking of the complaint will suggest a remedy, and the idea of that remedy is what the railway men want. An outside point of view is often exceedingly helpful in the case of any enterprise, and in none more so than railroads, which are constantly in business relationships with large numbers of people. In sundry private enterprises the idea that "the customer is always right" was developed years ago, and to the lasting profit of these several large enterprises, which left nothing undone to make their customers contented and satisfied, even submitting to injustices rather than permit ill will to grow. Although a public service corporation like a railroad should not be expected to deal more liberally with one patron than another, it ought to treat all courteously, considerately and with full concern for their welfare and the character of the service rendered.

President Winburn has taken a forward step in his relationship with the public and it is to be hoped that the full fruition of his anticipations will be realized.—*Manufacturers' Record,* Baltimore, Md., January 12.

CANADA'S RAILWAY DEFICIT

A deficit of $100,000,000 in the government operation of Canadian railroads last year resulted in the overwhelming defeat at the recent election of the Conservative party, which had fostered the Canadian National Railways plan. It defeated Prime Minister Meighan in some of the provinces that were presumably Conservative strongholds and lost for him his home constituency in Manitoba.

Six other cabinet members were discarded by the electors. Canada turned Liberal with a vengeance, because Canadians sickened of the government's venture in business.

What would have been the Canadian reaction had the railway deficit been six times larger than that against which voters recently rebelled? The deficit of the American experiment in government operation of railroads affords that comparison, for, in twenty-six months, the actual loss to the taxpayers of the United States from government operation of railroads was $1,375,000,000.

Government ownership and operation of railroads was not an actual issue in the Canadian campaign, for the reason that both parties were afraid of it. Both agree, however, that the great reaction from Conservative politics was largely due to public dissatisfaction with the railway situation.

It might be said that the comparison is unfair because of the wide difference in the total mileage of the railroads of the two countries. However, the comparative difference is not great. The mileage of the railroads in this country is less than ten times that of Canada and our annual loss during government operation was more than six times that of Canada. If account be taken of the difference in traffic density, the figures compare rather closely.

The Canadian experience should be a lesson and a warning to American politicians. The candidate or the party that espouses any plan other than paying our losses incident to government's experiment in business and forgetting the matter is doomed to defeat. Municipal, state or government ownership of utilities or industries is a beautiful theory which has thrilled the electorate from time to time throughout modern history, but it has never failed to exact its toll of operating deficits and tax burdens, and is almost invariably repudiated, together with those who have sponsored it. —Chicago (Ill.) *Journal of Commerce,* December 15.

Spends His Noon Hour Soliciting Traffic

Here Is the Diary of an Illinois Central Employe Showing How He Attacks the Problem

"I buy from you; why don't you patronize the Illinois Central?" is getting to be a more popular motto on this railway system every day. The renewed interest in traffic solicitation by employes brings questions from those who want to do all they can but who do not know just how to go about it. Here is how one employe broke into the game. Fred Abrahamson, employed in the office of the general superintendent of transportation at Chicago, became imbued with the idea through articles appearing in the Illinois Central Magazine. This is his own diary of the results.

H. M. METZ, commercial agent, and J. W. Rhodes, foreign freight agent, were consulted. Both supplied me with valuable information relative to the work.

Equipped thus, I decided on the following course of action:

The Time—Noon Hour.

The Place—Chicago Loop District.

The Goal—Illinois Central Business.

I chose the noon-hour because it was the only time available; the loop district on account of its adaptability to my purpose, and the goal—Illinois Central business—because it is the medium which sustains our great railway system.

I first went to a wholesale house where I had formerly been employed. Prospects the first noon looked good for a batch of routing orders. I called next day and was informed that solicitors from the commercial agent's office made regular calls there and were getting all the business.

Got His First Routing Order

I went next to the hardware store where I trade and was rewarded with my first routing order, reading as follows:

——— Manufacturing Company,
Rockford, Ill.

Gentlemen:

We note in making freight shipments, it would be more convenient for us if you will kindly route shipments from Rockford by way of the Illinois Central.

Third day to the ——— Piano Company. My wife's mother, her three sisters and myself had each purchased a piano from this concern. Naturally, I was well taken care of and was assured every possible shipment would be routed via our line.

The noon day following, I went to a large department store where I had been a steady customer for years. On divulging this information, I was treated with the greatest consideration. The traffic man informed me

Fred Abrahamson Soliciting Traffic—Photograph by Ernest E. Schart, Chicago.

that his firm was a good friend of the Illinois Central and was giving the Illinois Central a large percentage of its business. During my interview he gave me the information that some of the officials of his concern contemplated taking a trip to Waycross, Ga. A mental note of this was taken and the information given the passenger department on my return to the office.

Promised to Use the Blanks

The fifth day's noon-hour solicitation found me at another department store where I had recently done some trading. The traffic man, on hearing of my patronage of the firm, welcomed me in. Learning I was after business for the Illinois Central, he suggested that I give him a pad of routing blanks. He filled them out "Route via IC" and said he would give them to his buyers when they start out on the road in sixty days.

A friend intended leaving for St. Louis. I asked how he was going. "On the ——— Railroad," he said.

"How about the Illinois Central?" I asked.

I called him up a short time thereafter with data. He went via the Diamond Special.

While on a suburban train, I became acquainted with a gentleman who, I found, directs routing for a loop concern. I urged him to ship via our line. A few weeks later I chanced upon him again, and he volunteered the information that he had routed three LCL shipments the past ten days from Chicago to New Orleans via the Illinois Central. He said he would like to get some data on passenger fares between Chicago and New Orleans. This information I supplied, and the following day he assured me he had decided to take this trip in April via the Illinois Central.

Deals With Those He Knows

It will be noticed all my solicitation has been done with people whom I know or have had business dealings with. This method I have found very satisfactory; it brings results. Commenting on this method, Mr. Metz, commercial agent, said: "Your approach to the subject is unusual; while our men have to go after business from the standpoint of solicitors, you approach the prospects as a guest."

If each of our 60,000 employes could obtain but one hundred pounds of LCL business or could induce a friend to use our passenger service once a week, the total would soon amount to a very large figure.

Landmarks End Rough Starts and Stops

By J. H. McGUIRE,
Traveling Engineer, Centralia, Ill.

We are all proud of our passenger trains, their reputation for service, equipment and handling, and the large percentage of trains that run on time. We receive many letters from passengers that are complimentary to the service, and it is seldom that a complaint is filed.

Just recently one of our officials made the remark that if the rough stops and starts at water spouts could be avoided, more than 90 per cent of the few rough stops and starts could be eliminated. I think no one except an engineer can appreciate the benefit a landmark is in making a stop for water spouts, milk platforms, etc. This is especially true with an extra engineer.

At Carbondale we have landmarks for all stops made to take water. We make these landmarks by painting with white paint a mark about six or eight inches wide and two or more feet long that will be directly under the step at the gangway when the manhole is directly opposite the water spout, and a stop within two feet either way from this landmark will spot the engine right to get water. At points where it is impracticable to use paint, this mark could be made of concrete about the same size, permanently placed and with the top slightly above the surface of the ground.

Our train No. 1, for instance, picks up a mail car before taking water, and for its benefit we have the mark just one car length back, so that the engine will stand in position to get water after the work is done.

At Ashley this same train loads a lot of milk. This milk is loaded on a truck or push car that runs on a track, and the train must stop at a certain point with the baggage car door just right in order to do this work. We have the landmarks at this point. Without these marks the engineer is making the stops according to signals given by the fireman or baggageman, as the case may be, and of course he is working by their judgment and not his own.

Valentines

The fourteenth day of February derives its name from St. Valentine, a bishop and martyr, who was put to death on that day in the year 270, at Rome. The custom of choosing valentines on this day is an ancient one, and the fact that the practice has come down through the centuries indicates its appeal to the human heart. There does not appear to have been any incident in the life of Valentine to which the origin of the custom can be traced. There was an old belief that birds chose their mates on this day.

In olden days, on the eve of St. Valentine's Day, the young people of a community were wont to meet, and each drew by lot from a number of names of the opposite sex which were put into a receptacle. Each gentleman drew the name of a lady for his valentine and become bound to her service for a year. If the Fates were kind, the gentleman drew the name of the one he loved best, and in that case we may be sure that his service was tireless and the year all too short.

Valentine Day at the present time is observed by sending a love token not only to the object of one's choice but also to a dear friend or relative. And everyone knows how eagerly children watch for the postman on this day. A valentine need not necessarily enfold its tender sentiment in lace paper and celluloid, gay with painted crimson hearts. A box of flowers (and who isn't thrilled when the tissue wrappings disclose the fragrant violet?), a basket of fruit, a heart-shaped box of candy, a book, a handkerchief, or even a glass of home-made jelly or a beautifully frosted cake are among the offerings which will delight our loved ones and show our adherence to the ancient custom of choosing a valentine.

Care of the Hair

If you don't believe that women devote more time and thought to artistic hair arrangement nowadays than ever before, look about you the next time you attend the opera, concert, or theater, and be convinced.

The other evening I sat behind a row of beautiful heads, and made a mental note of the neatness and becomingness of each coiffure. On the end at the right was an exquisite head of iron-gray hair, softly waved and coiled in shining loops. The next woman in the row had hair of lustrous blue-black, gracefully twisted into a knot after the Grecian fashion. Then there was a head of rich golden-brown hair, arranged in smooth, wide waves, with fascinating reddish tendrils escaping about the ears. And then there was a bobbed head, the hair so thick that it stood out bushily all around, lending a saucy air to the charming profile. I looked about me with critical eye. There wasn't a single neglected head in sight. Gone was the careless, get-it-up-in-any-style twist, with wisps of hair hanging about the ears and stringing down at the nape of the neck like corn silk. What a blessing the side-puff arrangement is, I thought, since very few women have really pretty ears.

Truly, a woman's crown of glory is her hair, and every minute spent on its care will be well repaid. How often should the hair be shampooed? Some women say every two weeks, but there is considerable difference of opinion on this point. Those of us who work where cinders and soot are to be contended with know that to have a clean and comfortable head it must be tubbed every week. Weekly shampoos at the hairdresser's make alarming inroads upon the purse. I know three girls who "clubbed" together and bought an electric hair dryer, and they have found it worth its weight in gold. Think of the convenience of a shampoo early in the morning or late at night! For the hair dryer knows no business hours. The bath spray is used for rinsing purposes, and the final touch is a lemon rinse. Just squeeze a lemon, strain

the juice carefully, add to it a pint of water, and you have a rinse that will bring out all the hidden glints in your hair.

Rubbing hot oil into the scalp nourishes the roots of the hair. Brushing helps to keep it in condition, besides removing any dandruff. Another excellent treatment is to massage the scalp with the tips of the fingers, describing small circles, until the head feels warm.

Hairpins to match the color of the hair can be found in the shops. And would you have believed that brilliantine to match the color of the hair is now to be had? There is the trick, also, of wearing two hair nets when a particularly trim coiffure is desired, pinning the second net in place over the first one. Finally, a deft pat or two to make sure that the pins are fastened firmly in the hair and one goes blithely in to dinner, secure in the knowledge that she will not face the tragedy of having a loose hairpin fall into the soup.

Today

O Father, guide these faltering steps today,
Lest I should fall!
Tomorrow? Ah, tomorrow's far away—
Today is all.
If I but keep my feet till evening time,
Night will bring rest;
Then, stronger grown, tomorrow I shall climb
With newer zest.

Oh, may I stoop to no unworthiness,
In pain or sorrow,
Nor bear from yesterday one bitterness
On to tomorrow!
Then, Father, help these searching eyes today
The path to see;
Be patient with my feebleness—the way
Is steep to Thee!

—SELECTED.

Tested Recipes

APPLE SAUCE CAKE.—Cream together 1 cup of sugar and ½ cup of butter, add 1½ cups of apple sauce, 2 small teaspoons baking soda (dissolved in the sauce), 1 cup seeded raisins, 1 teaspoon cinnamon, ¼ teaspoon each of cloves and nutmeg, and 2 cups sifted flour. Bake in slow oven.

SOUR MILK GEMS.—1¼ cupfuls sour milk, 1 cupful sirup, 2 tablespoonfuls of shortening, 1 teaspoonful baking soda, 1 teaspoonful salt. Mix until well blended, and then add 1 cupful white flour and 1½ cupfuls graham flour. Beat until thoroughly mixed, and bake for 18 minutes in well-greased muffin tins.

MACARONI AND ROUND STEAK.—Boil ½ package macaroni (broken into inch lengths) in salted boiling water for 20 minutes, then drain. Put through food chopper 1 pound round steak and 2 onions. Grease a baking dish, add the macaroni, then the meat and onions, and salt and pepper to taste; then add ½ can tomatoes, ½ cupful bread crumbs, a little grated cheese, and dot the dish with small pieces of butter (2 tablespoonfuls will be sufficient). Bake in moderate oven one hour.

CREAM COOKIES.—1½ cups of sugar, 1 cup butter, 3 eggs, ½ pint sour cream, 1 teaspoon baking soda, 2 cups flour, almond flavor. Cut into star or heart shapes and decorate with nuts or colored sugar.—M. ANDERSON, *Chicago.*

Household Hints for Home Makers

To remove the black coating which collects inside coffee and tea pots, throw a handful of baking soda into the pot, fill it with boiling water, let it stand on the stove for five or six hours, then wash thoroughly and rinse in boiling water. Be careful to clean out the spout. This process will make the inside of an old coffee pot bright and clean.—ANDY GUMP.

To wash chamois, soak it for about ten minutes in two quarts of moderately warm water to which two heaping teaspoons of borax have been added; then wash. Then take two quarts of water of the same temperature, add one teaspoon of borax, and wash the chamois again. Rinse well, pull out smooth, and when partly dry rub with the hands.—ANDY GUMP.

When reheating rolls, have the oven hot before the rolls are put into it; otherwise, the rolls will have a hard crust.

To make celery crisp, soak it in cold water for twenty minutes before serving.

A piece of art gum on one's writing desk is indispensable. Finger marks disappear like magic under its touch.

The carpenter put a brace on the Home Division desk the other day. We observed that when the screws would not go into the wood readily, he rubbed a little soap on the point and presto! the screws were in place.

To clean a rusty or dirty flatiron, scour with sand soap or other rough material, wash the iron and wipe it dry, heat and wax it, rubbing off the surplus wax on a clean cloth. Electric and gas irons can also be cleaned in

this way, but care must be taken not to wet the insulated wires of an electric iron. New irons should be waxed before they are used.

Every Woman's Duty

Six to eight glasses of water should be drunk during the day to flush the system properly. Drinking water at mealtime is not harmful, provided it is not used to wash the food down without chewing.

Keep a pair of tweezers on your dressing table and use them to remove those unsightly little bristles which will crop out occasionally on one's cheek or chin.

If you would have rosy cheeks and sparkling eyes, eat an apple each night before bedtime. Apples cleanse the teeth, also.

COMMUNICATIONS

This magazine is not responsible for opinions printed under this heading. Initials or pen names will be permitted only when correct name and address of the writer are known to the editor.

Rates and Wages

To the Editor: Are freight and passenger rates too high? Nine out of ten will, without thinking, at once say they are, for that idea is drilled into us every time we pick up a newspaper or magazine. But are they too high?

The rates are not high enough if they take care only of the interest as it falls due on the outstanding bonds and dividends due on stock. They must be high enough to enable the railroads to buy engines, cars, supplies of all kinds, enlarge their shops to take care of new and heavier equipment, reduce grades, build heavier bridges, extend second tracks, etc., but above all, from the employes' standpoint, they must be high enough to enable the railroads to pay us as high a wage as any other industry.

There are some union leaders, claiming to represent railway employes, who think of themselves only. In an effort to gain public favor, they will not hesitate to condemn and defame the railroads with false statements and insinuations, and President Markham certainly did the right thing when he called some of the worst offenders. But on the other hand, there are also some railway officials in the same class, who think of themselves and the stockholders only and who seek to gain public favor by demanding a reduction in the pay of all employes.

There is a middle course that should be taken by the railroads and their employes. Instead of fighting each other, they should work together. That statement may sound radical, but it is practical. No railroad wants to see the rates reduced, and no employe wants to see his pay cut. If the employes will fight against a reduction in rates, and win, the talk of reducing wages would quickly subside, for the railroads on their present rates would soon be on their feet after business picks up; but if we allow every Tom, Dick and Harry to tell the Interstate Commerce Commission what the rail rates shall be, then the rates will come down, and so will our pay. Those who are demanding a reduction in rates are not demanding it for the dear public; they are demanding it for their own special benefit, and we should fight against them for that reason. It would indeed seem strange to read about the brotherhoods fighting to retain the present transportation rates, with the object of retaining our present rates of pay, but they should do so and get the idea out of their heads that a railway pocket-book has no bottom.

Perhaps those reading this article who are not members of a union wonder how they can help stop the cry for reduced rates. The question is easily answered, for the cry for reduced rates comes mostly through the newspapers. It is doubtful if there are any editors of newspapers located on the lines of the Illinois Central who are unknown to at least some of us. If you see anything in your paper about reducing rates, drop the editor a note and ask him what his object is in fighting the railroads. Better still, call on him and question him on the subject; it may surprise you as to how little he really knows on the subject, for it is a case of the blind leading the blind. Many newspapers write up the subject merely because they believe the public wants to read it, and they feel secure in the belief that the railroads have no friends, anyway.

If the newspapers find that they are going to hear from their readers when they attack the railroads, they will soon investigate the matter more deeply. In the past the newspapers have accused the railroads of everything from arson to murder, and they have got away with it, and it is time the employes should en-

deavor to stop it. They can stop it, and it will result in a more cordial feeling between the newspapers and the railroads. As the public will naturally follow the lead of the newspapers, we will all reap the benefit.—WALTER E. DUBOIS, *voucher clerk, Chicago.*

Waste Here and There

TO THE EDITOR: Railway shops, like our own homes, have a certain amount of cash allotted them each month on which to operate, and this is often overdrawn, causing a reduction either in force or in working hours. This condition could be greatly improved if more care were exercised by employes in the use and distribution of material and company-owned tools.

The proper application of repair parts to rolling stock will also assist in reducing expenses. Improper measurements taken at the time of placing an order for repair parts will result in waste. When received the piece is either thrown aside to rust, losing its value, or is given a smashing blow with a hammer and chucked in the scrap pile, causing a loss of approximately 85 per cent or more of its value. Haphazard work by an employe is another setback. Too many employes work because they have to, not that they feel an interest in it, and consequently try to loaf as much as the safety of their jobs allows, although 70 per cent of them would be hard set if they were discharged.

If you ever happen to stand on the rear platform of a train, watch the right-of-way as you move smoothly along and you will notice a tie here, a spike and clamp there, a hammer or a pick head which could have been refitted with a new handle—but no, the user had to have a new one; second-hand stuff wouldn't go; he wasn't paying for it; the railroad had enough money. All this wouldn't happen if the man working on the job were paying for the material and tools being used. Did you ever notice a mechanic in the shops wipe his tools and put them properly in his tool chest? If you did, nine chances out of ten those were his own.

Transportation department employes, especially the engineers and switchmen, are in a position to help reduce unnecessary expenses by handling loaded and empty cars carefully. You have perhaps noticed at one time or another how an engineer will, upon a given signal from a switchman, shove a car down a side track with terrific speed. Naturally, when this car hits the other cars or the bumping posts, it will often cause a damage to the draft rigging or to merchandise if the car is loaded. This causes unnecessary repairs, delay and damage to merchandise, and raises the operating expenses without a return.

There are numerous other small items that could be avoided if proper precaution had been exercised from the start. Therefore, in doing our work, let us have an aim to boost production by concentrating our thoughts.—ANDY GUMP, *Chicago, Ill.*

Economy at McComb Shops

TO THE EDITOR: I have waited in vain to see an article from the reclaim department on the Illinois Central System. I will tell you a few little stunts we play in McComb shops. We have a reclaim department at McComb called the "scrap dock," and every employe knows where the scrap dock is. It is about 50 feet by 500 feet, more or less, where scrap and good material (I mean second-hand) are shipped from different points to be inspected, sorted out and placed in different bins according to grade.

A. H. Haley takes charge of the scrap iron, and I have the reclaim. We don't let anything get away that is worth anything. We save all good parts of monkey wrenches, Stilson wrenches, all kinds of S wrenches. We save all good parts of wheel-barrows. I have built ten within three years. We even save the good parts of pliers and put them together. We have one tack hammer that was broken open, but we reclaimed it. We pick up all good waste nails, screws, nuts and washers, cotter keys and everything else of any value. All good bolts are re-threaded; nuts are rattled to get the dirt off and retapped.—H. E. YOUNG, *McComb, Miss.*

IN COAL TRAFFIC WORK

Effective January 10, R. P. DeCamp was appointed assistant coal traffic manager. Mr. DeCamp was promoted from chief clerk of the traffic department.

OFFICE DISCONTINUED

With the retirement of John R. Webster upon pension, the office of general agent at Omaha has been discontinued, effective December 15.

Some Deadheads the Conductor Didn't See

How the Fairies Rode One of Our Trains Last Christmas Eve With a 6-Year-Old Pay Passenger

Do you believe in fairies? Maybe not, if you are a common-sense grown-up railroader, but fairies do travel our trains with almost every little boy and girl we carry. There were some near Memphis on the Christmas Eve just past. J. T. W., flagman, vouches for it, and here is his report of the affair, made upon arrival in Memphis after riding 172 miles with a 6-year-old boy and the boy's imagination.

ONCE upon a time—it's today; I won't try to fool you—there was a little boy—it's me; I won't try to fool you about that, either—who was riding upon a train—this train; you see, I really don't want to fool you about anything, for I fool myself more than I fool you, when I fool you—going to see a fairy—the Fairy Jo; for, above all things, I would not fool about the one I love most; would you? Would you pretend you didn't like the one in the whole world you loved the most of all? He was going to see the fairy in the land where the fairy was born and cared for and where she was loved and taught many things by folks very strange to me; yet I love them, for they all built a fairy home, filled with lovely things, and friendships which made her happy, and I love them because she loves and loved them.

Seeing With Your Eyes Shut

Well, the little boy riding on the train going to see the fairy that had called him—and you know it's the thing to do, when fairies call, to go—was sitting in the car, looking out of the window and listening with his eyes closed. What do you suppose he saw? Trees and buildings, you think. No, it was night-time; didn't I tell you that? Ah, yes; lights running by; and the snow on the tracks that our light shines on; yes, a Christmas tree in a window and a green wreath tied with red ribbon—how well you see with your mind's eye!

He looked out and saw a man sitting on a seat just like his seat. How was that? That's easy, you say? Just a reflection. . . . Well, after he had seen everything, he kept on looking, for he had heard that if you will look even after you seem to see everything, sometimes you can see other things. . . . You know how, if you are thinking of something, and one idea comes to you, another often comes forward when you wait and wait and expect it to come. . . . He looked and looked and looked, sometimes with his eyes closed, sometimes half-closed—how else?—that's right; sometimes with one open and the other closed, and sometimes just the opposite, the left one open and the right one closed.

Why Is Everything Changed?

Did you ever look that way? And did you ever half go to sleep looking at something with your eyes closed? You see such wonderful things. You sometimes see soft mists, and sometimes a kind of gray darkness through which things don't have their usual shapes and colors and sizes and everything. They seem changed. Do you know why? Neither do I, but just when he was wondering why, he saw some moving, flying things out in the darkness. What do you suppose it all looked like? You're right. It was really and truly Fairyland, everywhere, everywhere outdoors. They seemed like angel workers painting houses beautifully, coaxing flowers up into the gardens, dancing with children on playgrounds, dipping their toes in the red of rainbows and dancing on the cheeks of pale people, and everywhere playing in the future—and oh! putting such spirit in folks!

He held his breath for fear of losing the lovely picture. He wondered what it all meant. And he wondered so hard the Fairy Jo came to him—something like, you remember, the genii came when Aladdin rubbed his lamp very hard? She came, and his eyes were so shut he could see her very plainly. Are yours shut enough? He whispered to her, he was so afraid of shooing the Fairy company away, when he had motioned her close to him: "Who are those people making everything out there new, and so much more lovely than it usually seems?"

Visitors From the Future

And the Fairy came close to him and said—what do you think she said? Night Fairies? No. Dream Fairies? No. Anybody else

guess? Well, she said: "They are the Fairy Visitors from the Future."

And he smiled, as we do sometimes, even though we don't know exactly what folks mean. But he thought: I'll wait; some time I'll find out what this all means.

And his silence was understood by the Fairy, for she said: "Pictures of things as we would like them all the time hover over the looks of things as we see them. You know how we play horse with a stick of wood and a string? And sometimes we play house with a carpet and a shawl and a box? Just like that we play Future with the present; we play folks are just what we want them to be—only we really play it, not just pretend to play it."

You know, that little boy really was playing Future, and the Fairy Jo was teaching him the game. And he went on playing and watching and smiling and wondering—and almost went to sleep holding the dear Fairy's hand in his, when. . . . .

"Shall I make up your berth now?"

A Message Through the Ground

He opened his eyes, and there stood over him the nice friendly man who takes care of folks on the trains. So he got up and moved to the seat on the other side of the car, saw the steam rushing by near the window, white like tiny clouds blowing faster than wind blows, and noticed how his paper was moving, for he was playing on a tiny typewriter. And that took his dreamy mind—you know how our minds get easy-like and quick to think of things sometimes, 'specially if we've been thinking of something for a long time and aren't excited at all? What do you think he thought of next? The wheels? The noise? The rails? The ties? The engine? Yes, all of them. And he wondered if the earth could hear the noise. And if the train weighed much, and pressed the ground down much. And if the ground carried the sounds as far away as the air does. And would it carry words as far as the Fairy Jo was away?

He tried. . . . And he saw a troop of messengers, singing the songs the train was singing as it hurried along, catch up his words, drop down through the floor, jump from the wheels to the rail, dive into the ground with a cheer—for the ground isn't ground to fairies, it's just the air of fairyland, and ideas and loving thoughts can run through it as fish swim in water or birds fly in the sky. And the boy saw the messengers go far to the South, to the home of the Fairy, and say to her—but I couldn't hear exactly what they said to her—but they smiled, and she smiled, and he smiled as he watched them.

A Christmas Gift Where Sorely Needed

At Como, Miss., about half way between Memphis and Grenada, on the Grenada district of the Mississippi division, lives Mrs. Lee, a widow, mother of Miss Audrey Lee and two sons, Ira and Clarence. These sons, now about 25 years of age, have been invalids since birth. The family, since the death of the husband and father about six years ago, has been wholly dependent upon the salary obtained by Miss Audrey Lee for services as operator for the Cumberland Telephone Company of that little city.

The employes of the Grenada district, having become accustomed to the friendly greetings waved by these two boys and realizing the meager Christmas in store for them, at the suggestion of Trainmaster W. H. Petty on December 18 started a Christmas fund for their benefit, from which was realized $121.50. This amount was fittingly presented by the Rev. A. C. McCorkle, pastor of the Methodist Church of Como, on Christmas Eve, together with a letter from the railway employes addressed to Mrs. Lee, Miss Audrey, Ira and Clarence, reading as follows:

"We, the undersigned employes of the Illinois Central Railroad Company, take this way of wishing you a Merry Christmas and Happy New Year."

The names of those contributing were given, and Miss Audrey replied as follows:

"To you and your fellow employes, who gave so freely of their help to us Christmas, we wish to tender our heartfelt thanks. We know that each and every one of you sympathizes with us in our affliction, but did not expect what was received, and want to assure you that it will be put to the very best advantage. May God bless and reward every one of you with what He promised to those who are as good as you."

Hospital Department

Buttermilk Proves Genuine Health Drink

EVERYONE knows what buttermilk is, but too few persons drink it. Many of those drinking it do not know how much benefit is being done in the way of improving health conditions in the body. There was a time in the early days when many persons lived in the country. All were more or less familiar with buttermilk, and its use was then very much neglected. In fact, the common practice was to feed it to the hogs.

Many persons do not like the taste of buttermilk and will not encourage themselves to drink it, because they do not know of the benefit it is to general health. Buttermilk *does* promote health. It is a much more healthful drink than many of the sweetened concoctions sold at soda fountains; many of the latter, instead of being helpful, are harmful, due to the carbonic acid gas that they contain. Good buttermilk is a much safer and better drink than either tea or coffee. The practice of hastily eating a piece of pie or a doughnut should be discarded in favor of taking one or two glasses of buttermilk, which can be easily and pleasantly taken with no great demand on the digestive apparatus and in a minimum time.

Great Increase in Recent Years

A recent bulletin from the dairy department of the United States Department of Agriculture declares that the use of milk has increased as much in the last 10 years as in the preceding 280 years. The reason for this is that people are beginning to realize the food value of milk. The great advantage of buttermilk as a food is its chemical action in keeping the intestinal tract, especially the lower bowel, clean and free from harmful disease-producing bacteria. Drink plenty of it—it is useful in the promotion of good health.

A famous scientist named Metchnikoff, who was not blessed with superabundant health, studied the virtues of buttermilk and became one of its most earnest advocates. As a result of drinking it regularly for many years, this man attained the age of 80. He attributed his good health in his late years to the fact that he had overcome many serious infections by drinking buttermilk and thus keeping the digestive tract free from bacteria and resultant infection. Buttermilk protects by preventing infection.

Other Points in Its Favor

Lime, so necessary for the growth of bones, is supplied by buttermilk, which also contains those essential vitamines, the absence of which permits the invasion of the system by rickets and scurvy. An analysis shows the presence of 3 per cent proteins, 5 per cent sugar of milk and ½ per cent each of minerals and fats. One quart contains one ounce of protein, which is one of the chief body builders.

How much better it is, therefore, to drink a glass of buttermilk, which has high food value as well as anti-bacterial action, rather than to indulge in some of the more commonly used beverages which have little or no food value, and which have in many cases a detrimental rather than a beneficial effect on the stomach. A record has been kept in a large industrial organization where two or three thousand quarts of milk are consumed daily by employes, and it has become noticeable that the amount of buttermilk being consumed is increasing, while the use of sweet milk is proportionately decreasing. Sweet milk has the food value, but it does not have the virtue of destroying bacteria. Consequently, the publicity which has been furnished its employes by this industrial organization is producing a decided result in the increased consumption of buttermilk by the employes of this plant.

Artificial Product Is Good

As to the value of artificially prepared, or "made," buttermilk, compared with the buttermilk produced from the churning, experts are quoted as saying that the artificial product is often better than the natural butter-

milk, because of being less liable to contamination. Where especially sanitary precautions are taken in the dairy to prevent any possible contamination, the natural buttermilk is just as good and has perhaps a slightly more acceptable taste. However, the chemical properties of these two preparations are practically identical. Therefore, you need not be afraid to drink the "made" buttermilk purchased in the city, for it is wholesomely clean, just as nourishing and will protect good health just as much as the natural variety.

For health's sake, make this your rule: "Drink buttermilk in order to produce good health, and in order to produce better health drink more buttermilk." It is good for young or old, for the man who works with his muscle and the man who works with his brain. It is recommended alike to those possessing good health and those in search of it. It is a healthful, nourishing, protecting and upbuilding beverage and food.

Realizes Need More Than Ever

The following letter to Dr. G. G. Dowdall is from Dr. R. J. Nestor, district surgeon at Waterloo, Iowa:

"I was sorry not to have seen you again before leaving Chicago, but after visiting friends for two days I left direct for the train. On September 5 I found that I had sufficiently recovered so that I was able to resume work, and I have found that I am sustaining my work satisfactorily and notice an improvement in my condition every day.

"I wish to express my appreciation of the kindly interest taken by you in my case during my recent illness and serious operation. I also wish to let you know how fully I appreciate the kindness and courtesies shown me by the different members of the hospital department staff, both surgeons and nurses. I certainly feel very grateful to them. I can truly say that I now realize more fully than ever what the Illinois Central Hospital at Chicago means to the employes."

As Good as Any in the Country

The following letter to Dr. G. G. Dowdall is from S. F. Lynch, chief clerk to the superintendent, Vicksburg, Miss.:

"You doubtless have received numerous letters of this nature, but I feel that should I refrain from writing this letter I would be very ungrateful indeed.

"I have just about entirely recovered from my recent operation and wish to say that, while I was sure that I would receive good treatment while under the care of the hospital department, yet I could not help but be amazed at the excellent service rendered and the efficiency of the entire organization connected with the Illinois Central Hospital at Chicago.

"It would be needless for me to begin to make any special mention for the reason that, should I do so, it would be necessary in all fairness to mention the names of each and every person with whom I came in contact. I merely wish you to know that I am extremely grateful for the most excellent service rendered me, and I feel that my early recovery can be wholly attributed to the treatment, which is, in my opinion, as good as could be received in any hospital in the United States."

Off Duty Just a Month

The following letter to Dr. G. G. Dowdall is from Paul O. Christy, machinist, Illinois Central roundhouse, Jackson, Miss.:

"I hope that you will not compare my appreciation of the treatment which I received while in the Illinois Central Hospital at Chicago with the length of time that it has taken me to acknowledge it.

"I want to thank you and all concerned for the excellent attention and many favors shown me while I was in the Chicago hospital. I entered the hospital August 5, was operated on for appendicitis August 8, was out of bed August 16, was discharged August 20, and returned to my duty September 6, once more a well man. I cannot see how this record could be beaten, and I must say that all the credit is due to the skillful and careful attention that I received while under the care of the hospital department.

"I wish you to know that I shall always have a tender spot for the Illinois Central Hospital at Chicago and the members of its staff, and I hope that some day I shall have the pleasure of seeing each and every one of them again."

IN CHARGE OF MATERIAL

Effective January 1, I. S. Fairchild was appointed division storekeeper at New Orleans, in charge of all material on the New Orleans Terminal division.

Saw Dark Future for the United States

Luckily, However, Most of Lord Macaulay's Predictions in Letter of 1857 Still Remain Unfulfilled

Fortunately, most of our troubles never happen. That is why it is interesting to look back at what the prophets of disaster had to say a few generations ago, compare their prophecies with what really has happened—and then knock wood in the hope that our good fortune will continue. Lord Thomas Macaulay, English author and statesman, wrote a letter to H. S. Randall of New York, May 23, 1857—sixty-five years ago. This is what Lord Macaulay had to say at that time about Jeffersonian democracy and the future of the United States:

YOU are surprised to learn that I have not a high opinion of Mr. Jefferson, and I am surprised at your surprise. I am certain that I never wrote a line, and that I never in parliament, in conversation, or even on the hustlings,—a place where it is the fashion to court the populace,—uttered a word indicating the opinion that the supreme authority in a state ought to be intrusted to the majority of citizens told by the head; in other words, to the poorest and most ignorant part of society. I have long been convinced that institutions purely democratic must, sooner or later, destroy liberty or civilization, or both.

In Europe, where the population is dense, the effect of such institutions would be almost instantaneous. What happened lately in France is an example. In 1848 a pure democracy was established there. During a short time there was a strong reason to expect a general spoilation, a national bankruptcy, a new partition of the soil, a maximum of prices, a ruinous load of taxation laid on the rich for the purpose of supporting the poor in idleness. Such a system would, in twenty years, have made France as poor and as barbarous as the France of the Carlovingians.

Happily the danger was averted; and now there is a despotism, a silent tribune, an enslaved press, liberty is gone, but civilization has been saved. I have not the smallest doubt that if we had a purely democratic government here the effect would be the same. Either the poor would plunder the rich, and civilization would perish, or order and property would be saved by a strong military government, and liberty would perish.

You may think that your country enjoys an exemption from these evils. I will frankly own to you that I am of a very different opinion. Your fate I believe to be certain though it is deferred by a physical cause. As long as you have a boundless extent of fertile and unoccupied land, your laboring population will be far more at ease than the laboring population of the old world; and while that is the case the Jeffersonian policy may continue to exist without causing any fatal calamity. But the time will come when New England will be as thickly peopled as Old England.

Wages will be as low, and will fluctuate as much, with you as with us. You will have your Manchesters and Birminghams. Hundreds and thousands of artisans will assuredly be sometimes out of work. Then your institutions will be fairly brought to the test. Distress everywhere makes the laborer mutinous and discontented, and inclines him to listen with eagerness to agitators, who will tell him that it is a monstrous iniquity that one man should have millions while another cannot get a full meal.

In bad years there is plenty of grumbling here, and sometimes a little rioting. But it matters little, for here the sufferers are not the rulers. The supreme power is in the hands of a class, numerous indeed, but select, of an educated class, of a class which is, and knows itself to be, deeply interested in the security of property and the maintenance of order. Accordingly, the malcontents are firmly yet gently restrained. The bad time is got over without robbing the wealthy to relieve the indigent. The springs of national prosperity soon begin to flow again; work is plentiful; wages rise, and all is tranquility and cheerfulness.

I have seen England three or four times pass through such critical seasons as I have described. Through such seasons the United States will have to pass, in the course of the next century, if not of this. How will you

pass through them? I heartily wish you a good deliverance. But my reason and my wishes are at war, and I cannot help foreboding the worst.

It is quite plain that your government will never be able to restrain a distressed and discontented majority. For with you the majority is the government, and has the rich, who are always a minority, absolutely at its mercy. The day will come when, in the State of New York, a multitude of people, none of whom has had more than half a breakfast, or expects to have more than half a dinner, will choose the legislature. Is it possible to doubt what sort of a legislature will be chosen? On one side is a statesman preaching patience. On the other is a dangerous demagogue ranting about the tyranny of capitalists and usurers, and asking why anybody should be permitted to drink champagne and to ride in a carriage while thousands of honest people are in want of necessaries? Which of the two candidates is likely to be chosen by the working man who hears his children cry for bread?

I seriously apprehend that you will, in some such season of adversity as I have described, do things which will prevent prosperity from returning; that you will act like people in a year of scarcity, devour all of the seed corn and thus make the next year a year, not of scarcity, but of absolute failure. There will be, I fear, spoilation. The spoilation will increase distress. The distress will produce fresh spoilation.

There is nothing to stay you. Your Constitution is all sail and no anchor.

As I said before, when society has entered on this downward progress either civilization or liberty must perish. Either some Caesar or Napoleon will seize the reins of government with a strong hand, or your Republic will be as fearfully plundered and laid waste by barbarians in the twentieth century as the Roman Empire was in the fifth; with this difference, that the Huns and Vandals who ravaged the Roman Empire came from without, and that your Huns and Vandals will have been engendered within your country by your institutions.

Thinking this, of course, I cannot reckon Jefferson among the benefactors of mankind.

Illinois Central Helps in Limestone Tests

By H. J. SCHWIETERT,
General Development Agent

A few years ago the late Dr. Cyril G. Hopkins, who was perhaps the greatest soil expert of his time, made a survey of the soils of various Southern states, including Mississippi, which indicated that all the hill soils were deficient in lime, and that to secure the best results in crop production from an economical and profitable standpoint there should be a liberal application of agricultural limestone.

Investigations have been carried on by the development bureau, and our conclusions are the same as those of Doctor Hopkins. We have diagnosed the case of our patient, the soil, and have found that it is in a sadly overworked, weakened condition, and that, unless something is done to correct this condition, the farmers will soon have to abandon these worn-out farms.

Believing we have discovered the real problem confronting the Mississippi farmer, especially in the "hill country," the development bureau is carrying on experiments in the use of limestone at various points, in co-operation with progressive dairy farmers. The object in making these experiments on dairy farms is to demonstrate to this particular type of farmer the importance of growing an abundance of forage crops for his livestock and that his Mississippi farm can produce and provide for all his needs if he will supply the limiting factor to his soil, which in our judgment is limestone. This is especially true where one attempts to grow clover, alfalfa, or other legumes, which are so essential in building up soils that are low in organic matter or decayed vegetation.

Experiments are being carried on with the following farmers: Canton, Lindsey Reese; Coldwater, Jesse Callicutt; Courtland, Fred Lamb; Fayette, F. C. McIntosh; Jackson, A. L. Hughes and J. J. Childre; Kosciusko, R. L. Bailey; Sardis, J. O. West; Vaiden, J. C. Allen; Water Valley, D. H. Thornton; Weir, W. H. Lavender; Wesson, W. L. Little; Winona, C. N. Jones.

The plan as outlined calls for approximately twenty-five tons of limestone for each experi-

ment, the farmers furnishing all labor in connection therewith, while the Illinois Central furnishes the limestone free.

The limestone was applied to the land last fall, and winter cover crops, such as rye, oats, vetch or crimson clover, were sown. After these winter cover crops have been harvested in the spring, the various plots will be planted to such legumes as lespedeza, alfalfa, red clover, cowpeas, soybeans and velvet beans. In some cases corn may be planted with the beans and peas. All of these crops will not be grown on every field, but they will be included at various places, so that the information pertaining to each of these crops in connection with the use of limestone will be available.

The experiments in growing the crops will be carried on under field conditions and on a scale large enough so the results can be easily noticed. The size of the experimental plots ranges from six to twelve acres. In every instance there will be a check plot, where the same crops will be grown without the use of limestone, and from this we will arrive at the real value of limestone in increased production. All crops will be either weighed or measured, so that the information disseminated from this bureau will be as nearly correct as it is possible to make it. Different amounts of limestone will be applied to different parts of the field, and in each experiment part of the field will be left without lime. In this manner we shall not only determine the effect of the lime, but we shall also determine the smallest amount necessary to sweeten the soil, and also the relative value of heavy and light applications.

At each place the experiment field is located as near town and the railroad as conditions permit. The fields selected are practically level, and the soil is of uniform fertility, so that the differences in yield cannot be attributed to differences in the natural productivity of the soil, but will be directly due to the action of the limestone in sweetening the soil and furnishing the necessary plant food. The various experiment fields have been selected with a view to having them located on the main public highways, in order that the growing crops may be observed by as many farmers and others as possible.

The main object in carrying on these experiments at various points is to serve as many people as possible and bring the real object lesson to their attention. Then, too, soil and climatic conditions will have their effect on the experiment, and results will not be all alike. Thus each community will be given results obtained under the prevailing conditions in that section of the country and on the farm of one of the neighbors.

Meetings will be held when the crops are large enough to show the effects of the limestone, and all farmers and others in the community will be invited to attend. At that time the experiment will be explained and additional information on liming and proper cultivation will be given.

One of the outstanding problems of the average dairyman is the production of the proper kind and amount of forage crops, and these experiment plots are particularly opportune for the dairyman. We believe this work of the Illinois Central offers the farmer one of the easiest and cheapest means of producing more and better feed for his livestock, as well as the most economical method of building up his soil fertility.

Here Are Some Facts on the Income Tax

In making out his income tax return for 1921, the average taxpayer will find a considerable saving in comparison with the amount of tax paid on the same income for 1920.

The exemptions provided by the revenue act of 1921 are $1,000 for single persons (the term including widows, widowers, divorcees, and persons separated from husband and wife by mutual agreement), $2,500 for married persons whose net income was $5,000 or less, and $2,000 for married persons whose net income was $5,000 or more. Under the revenue act of 1918 the personal exemption allowed a married person was $2,000, regardless of the amount of net income. The personal exemption allowed a married person applies also to the head of a family, man or woman who supports in one household one or more relatives by blood, marriage, or adoption.

The exemptions for a dependent—a person who receives his chief support from the taxpayer and who is under 18 years of age or

incapable of self-support because mentally or physically defective—is increased from $200 to $400.

The act requires that a return be filed by every single person whose net income for 1921 was $1,000 or more, every married person whose net income was $2,000 or more, and by every person—single or married—whose gross income was $5,000 or more.

The requirement to file a return of gross income of $5,000 or more regardless of net income is a new provision. Net income is gross income less certain specified deductions for business expenses, losses, bad debts, etc., which are fully explained on the forms.

Returns must be filed by married couples whose combined net income for 1921, including that of dependent minor children, equaled or exceeded $2,000, or if the combined gross income equaled or exceeded $5,000.

The period for filing returns is from January 1 to March 15, 1922. Heavy penalties are provided for failure or "willful refusal" to file a return on time.

Forms 1040A for incomes of $5,000 and less and 1040 for incomes in excess of $5,000 may be obtained from the offices of collectors of internal revenue and branch offices. The tax may be paid in full at the time of filing the return, or in four equal installments, due on or before March 15, June 15, September 15, and December 15.

The Income Tax

WHO? Single persons who had net income of $1,000 or more, or gross income of $5,000 or more. Married couples who had net income of $2,000 or more, or gross income of $5,000 or more.

WHEN? March 15, 1922, is final date for filing returns and making first payments.

WHERE? Collector of internal revenue for the district in which the person lives, or has his principal place of business.

HOW? Full directions on Form 1040A and Form 1040; also the law and regulations.

WHAT? Four per cent normal tax on taxable income up to $4,000 in excess of exemption. Eight per cent normal tax on balance of taxable income. Surtax from 1 per cent to 65 per cent on net incomes over $5,000 for 1921.

Study of "Man-Failures" Can Save Fuel

Interest in fuel conservation has not died down on the Illinois Central System. New means of attacking the problem are continually being devised. One of the best is shown below. It is a system of fuel conservation bulletins, in effect on the Illinois division, and was originated by Trainmaster J. T. Stanford.

Bulletin No. 1 read as follows:

"Local train at Clifton failed to get into clear in time to avoid stopping heavy drag at block, thereby causing considerably more time to be consumed by the drag pulling by than if they had not stopped, which in turn delayed the local more than if they had got into the clear before the drag reached the block.

"A brakeman, in assisting a fireman, was putting coal in the fire-box and continued to do so after the engine was shut off, until cautioned by the fireman that it was unnecessary.

"If all firemen would manifest the same interest as in this case, it would result in considerable saving of fuel."

Bulletin No. 2 read as follows:

"A northbound tonnage train was stopped at an interlocker. The crossing was observed to be clear, and after waiting seven minutes the towerman gave this train the crossing.

"This unnecessary stop, together with a high northwest wind with which this train had to contend, resulted in the consumption of approximately 3,000 pounds of coal to complete the run to the next terminal. The coal uselessly consumed in this instance would have hauled 1,000 gross tons a distance of 20 miles.

"The towerman claims that his signal bell was not working, and he did not see the approaching train until after it had stopped.

"Eliminate waste and save coal!"

These bulletins are posted on all bulletin boards on the Illinois division. At the sug-

gestion of the General Fuel Conservation Committee, they are being furnished to all other divisions for their information.

It is important that all divisions publish similar bulletins for the information of employes, as it is the specific reference to these "man-failures" that emphasizes the importance of this waste, and causes the individual employe to give fuel conservation more serious attention.

Reports of fuel performances from the Illinois division for December, 1921, compared with those for December, 1920, indicate that this division has made a decrease in pounds of coal consumed per 100 passenger car miles of 564, or 29.4 per cent, and shows only a slight increase in the other services, 5 per cent per 1,000 gross ton miles and 7.9 per cent per switch engine mile.

The Springfield division shows increases of less than 1 per cent in passenger and switching service, while making a decrease of 6.7 per cent in freight consumption per 1,000 gross ton miles.

The Tennessee division has shown the best average performance, all services, with 8.2 per cent decrease per 100 passenger car miles, 2.8 per cent decrease per 1,000 gross ton miles and 47.9 per cent decrease per switching mile as compared with December, 1920. This division has also reduced its fuel consumption 7,681 tons, or 18.7 per cent, as compared with 1920.

Gave His Men a Report on Year's Work

The following extracts are from an open letter addressed, early in January, by Trainmaster G. S. Rought of the Freeport, Madison and Dodgeville districts, Wisconsin division, to the trainmen, enginemen and yardmen under his jurisdiction.

You men of the Freeport, Madison and Dodgeville districts have established the yardstick by which your capacity and ability are gauged; you have done well; you have demonstrated what can be done, and in order that you may have some intelligent idea of the task you have set for yourselves to better—or at least equal—in 1922, I quote some facts of interest to you:

The Western Lines handled 15,065 cars of fruit, 25,197 cars of stock, 10,449 cars of meat.

The Freeport derrick was out once in 1921 to relief of crews on my territory; that on August 24—broken truck between East Junction and Evarts. Three of the numbered accidents were for cars damaged in yards; four were for engines derailed; two were for broken trucks, and one was for a broken wheel. Three of the numbered accidents did not entail any expense.

On Freeport district your record of couplers pulled out and cars damaged in yards is as follows:

	Couplers Pulled Out	Amount of Damage	Damage to Equipment in Yards
January	5	$142.00	$262.00
February	4	100.30	230.00
March	4	118.00	407.60
April	3	146.00	474.00
May	1	112.65	238.12
June	2	36.20	46.00
July	3	116.50	77.49
August	2	88.00	50.00
September	7	185.50	156.00
October	6	283.00	594.85
November	6	261.20	265.75
December	7	153.65	80.00

Freeport district had 12 numbered accidents in 1921; 11, in 1920. Madison district had 3 numbered accidents in 1921; 1, in 1920. Damage, $7,903.60 in 1921; $8,580.49, in 1920.

Trains operated out of Freeport terminal, road overtime, yard engine overtime and car miles were as follows:

	Trains Run	Road Overtime	Yard Engine Overtime	Average Car Miles
January	903	$5,970.00	65′ 45″	62.26
February	640	4,681.57	12′ 50″	43.15
March	690	3,872.54	15′ 05″	47.38
April	632	3,716.61	24′ 05″	43.02
May	678	3,221.61	31′ 55″	42.28
June	679	3,601.58	44′ 25″	43.99
July	676	3,295.51	51′ 30″	41.80
August	829	4,258.41	94′ 15″	48.34
September	897	3,269.99	94′ 50″	49.96
October	1,009	4,471.92	152′ 55″	57.60
November	830	4,960.38	79′ 40″	56.64
December	768	3,510.61	37′ 35″	44.13

A Judge Within You

IT is not necessary for someone to tell us whether we are right or wrong. A little judge within us passes on our every act. The trend of the times is to measure you by your record before this judge. People are coming to know that the progress of the race depends upon the progress of *honesty*. The justice and truth of your own motives determine the verdict which you will eventually pass on your every act and thought. You bear within you your own reward—or condemnation.—SELECTED.

Suggestions Accepted

Little Johnnie was testing his lungs out vigorously, when the minister paused and, putting his fatherly hand under Johnnie's chin, lifted his face up to his and said: "Why, Johnnie, I wouldn't cry like that."

But he let go, when Johnny replied: "Well, how would you cry, then? I don't know any other way."

The Power of Example

"Aren't you going to wash your face, Tommy?"

"Aw, mama, let me just put powder over it, like you do."

Automobile Department

In behalf of a friend, we just asked the automobile editor the best route to New Orleans in February and without a moment's hesitation Brother Jenkins replied, "Illinois Central."—IN THE WAKE OF THE NEWS, *Chicago Tribune*.

When a Lawyer's Advice Paid

A member of the law department of the Illinois Central was kept busy several years ago entertaining citizens' committees that had complaints. A certain business man was one of the most frequent complainants. He was continually telling the lawyer how the Illinois Central ought to run its business affairs. Finally he exhausted the attorney's patience.

"Sir," replied the attorney to his advice one day, "if you paid as much attention to your own business as you do to telling us how to run ours, you'd be a rich man."

A few years later the business man met another representative of the railroad.

"Do you know," he said, "X—— has made me a rich man. Two or three years ago he told me I could make myself rich by paying as much attention to my own business as I do to yours. I went home and thought it over, and I came to the conclusion he was right. I've been paying attention to my own business, and I'm getting rich at it."

Doing His Best

A Sunday school teacher, as she was about to close the lesson for the day, said to her little pupils:

"From now until next Sunday I want each of you to play 'train.' Every boy or girl you bring to Sunday school next Sunday we will call a 'coach,' and the one who brings the most 'coaches,' or in other words the longest 'train,' will receive a pleasant surprise."

The following Sunday each pupil, with the exception of one, brought several "coaches." This one was tardy; however, he came in before the class was taken up, and he brought with him one lone little colored lad. Going up to the teacher he solemnly said: "I couldn't find a single 'coach,' teacher; so I brought a 'coal car'."—M. E. B.

Hire and Fire

The judge was evidently getting a bit fed up with the jury, and at last he announced:

"I discharge this jury!"

A tall, lean member of the twelve then rose.

"Say, judge, you can't discharge me."

"Can't discharge you? Why not?" thundered the other.

"Waal," replied the juryman, pointing to the counsel for the defense, "I was hired by that guy over there!'

Getting Acquainted

A new foreman took charge of the shop this particular morning, and many of the men had

not as yet met him. About the middle of the forenoon he was making a tour of the buildings to familiarize himself with the layout, when, on passing a small inclosure, he saw two workmen inside who were sitting down smoking. Before he had the opportunity to speak, one of the men said: "Hello, what are you doing, stranger?"

"I'm Dodgen, the new foreman," was the reply.

"So are we; come in and have a smoke."

A Boss' Advice

Don't lie. It wastes your time and mine. I am sure to catch you in the end, and that is the wrong end.

Watch your work, not the clock. A long day's work makes a long day short, and a short day's work makes my face long.

Give me more than I expect, and I will pay you more than you expect. I can afford to increase your pay if you increase my profits.

You owe so much to yourself that you can't owe anybody else. Keep out of debt or keep out of my shop.

Dishonesty is never an accident. Good men, like good women, can't see temptation when they meet it.

Mind your own business, and in time you will have a business of your own to mind.

Don't do anything here that hurts your self-respect. The employe who is willing to steal for me is capable of stealing from me.

It is none of my business what you do at night, but if dissipation affects what you do the next day and you do half as much as I demand you'll last half as long as you hoped.

Don't tell me what I like to hear, but what I ought to hear. I don't want a valet to my vanity, but I need lots of them for my dollars.

Don't kick if I kick. If you are worth while correcting you are worth while keeping. I don't waste time cutting specks out of rotten apples.—SELECTED.

Awful in Any Language

P——: "I see Illinois Central stock has reached par."

B——(A Southerner): "Correct. Pretty soon it will be 'gran-pah' instead of just 'pah.'"

Ancient History

He was the only one of all the wedding guests who did not appear in a happy frame of mind. He only adorned the wall, and looked lugubrious.

"What's the matter?" cried out an exuberant young man. "Haven't you kissed the bride yet?"

"Not lately," he said with a gulp.

Review of the Year

Homicide, larceny, graft,
Marriages, births and divorces,
Poets and bankers gone daft,
Quack cures and memory courses,
Congress in stormy debates,
Labor and capital clinching,
Jazzing in forty-eight states,
Bootlegging, boozing and lynching,
Business deals, losses and gains,
Cries of "You robber!" and "Faker!"
Bobbed-haired and short-skirted janes,
Bills from the butcher and baker;
Mixture of sadness and cheer,
Loving and laughing and sinning,
What of the coming New Year?
Repeat this from end to beginning.

—MAX LIEF, in *Life*.

39TH ST. EXPRESS

CLAIMS DEPARTMENT

$5,000—$10,000—Nothing

As illustrative of one of the many ways in which a recovery is sought against a railway company in a suit for damages, the case of Elizabeth Evans, brought at St. Louis against the Illinois Central, is an example. The suit was filed by her as the widow of Harry Evans, to recover damages on account of his death, April 19, 1916, while he was attempting to cross the track in a motor car at Brooklyn street, St. Louis.

The evidence developed that the accident was due to the negligence of Mr. Evans in failing to look before attempting to cross the track. As the lawyer representing Mrs. Evans realized that her husband was guilty of contributory negligence, he finally evolved a novel theory that the railway company had run its train so fast that it was guilty of conduct properly described as wanton and willful.

The case was first tried September 14, 1916. The jury awarded the widow $5,000. A new trial was granted. The case was again tried February 18, 1918. The jury returned a verdict against the company for $10,000. The case was then appealed by the company to the supreme court. July 22, 1921, the judgment was reversed, and the widow was denied recovery. It was more than five years from the date of the accident to the final disposition of the case.

The company was represented throughout the entire litigation by our local attorney, William R. Gentry of St. Louis. Mr. Gentry is entitled to much credit for the final outcome. Commenting on the case, he says:

"If the plaintiff had succeeded in establishing her theory, it would have completely revolutionized the law pertaining to crossing accidents in Missouri. There never was anything in the plaintiff's theory, and yet at one time or another two judges of the circuit court and two judges of the supreme court voted to adopt her theory. The judge who originally dissented in the plaintiff's favor, in Division No. 2, had left the bench before the case was argued in the court *en banc*, and the dissenting vote there was by a different judge. If the plaintiff could have succeeded in establishing her theory, then contributory negligence would never have been a defense in a crossing case, for all the plaintiff would have to do in any case would be to change the name from 'negligence' to 'wantonness' or 'willfulness,' and thus preclude any possibility of a defense based on contributory negligence."—S. M. C.

Taxi! Taxi! Taxi!

Ho hum, what's new? Nothing except that Local Attorney Vernon Foster won another law suit at Chicago. Sure, he always does, but what was the case about? Oh, a fellow named McConnell got off the Panama at Central Station and went out to get a taxi. He tried to take one away from an usher whose passenger was already in the cab. He lost out, and then got angry and "cussed" the usher and also added a kick or two and nearly got arrested. Then he turned around and sued the government, because, he said, the usher knocked him down. It took the members of the jury nearly fifteen minutes to write their names on a piece of paper, saying it was their opinion that Mr. McConnell was out of luck. —A. L. W.

Safety in California

The following order has recently been issued by the State Railroad Commission of California, effective December 15, 1921:

"It is hereby ordered that all transportation companies, as defined by Section 1, paragraph C of Chapter 213, Statutes of 1917, and amendments thereto, be and they are hereby required to stop each and every stage engaged in the transportation of passengers before crossing the tracks of any steam or electric interurban railroad, such stop to be made not less than fifty (50)

feet nor more than seventy-five (75) feet from the nearest rail of the railroad over which the highway crosses. After making the stop hereby required the driver or operator of the stage shall carefully look in each direction for approaching cars or trains and shall not start his stage until it has been ascertained that there are no cars or trains approaching the crossing in either direction.

"The foregoing rule shall not apply in connection with the operation of passenger stages within municipalities as regards operation over the tracks of electric or other street railroads."

Saw All but the Engine

The services of about forty witnesses were required in the case of Earl Rigdon against the Illinois Central, tried in the latest term of the Perry County Circuit Court at Pinckneyville, Ill. The trial resulted in a verdict for the defendant.

The plaintiff, driving his father's automobile, was struck by a local freight train, No. 292, on a highway about two miles north of Tilden, Ill., the morning of January 20, 1921. He was injured and the automobile destroyed. He demanded $5,000.

It was charged that the train was running at a high and dangerous rate of speed, that no signals were given, that the crossing was a much-frequented one, and that the view was obstructed. The plaintiff, on cross-examination, testified as to the surroundings, that he saw trees at the edge of the right-of-way, the cattle guard, wing fences—in fact, everything but the engine, which happened to be the biggest thing around there.

The jury evidently became convinced that he was not on the look-out for his own safety. The fact is, too many autoists pass over railway crossings while utterly oblivious to the danger which they might reasonably anticipate. They pay no heed whatever to the crossing warning signs, which ought to be sufficient to put them on their guard and should be the means of avoiding accidents of this character.—P. M. G.

A Warning Unheeded

In a seven months' period in Iowa ending with October, 254 persons were killed on the highways and 3,177 were injured. The automobile is responsible for most of the total. In the month of July 51 persons were killed on the Iowa highways—almost two a day. The figures stagger everybody but the fool at the wheel. He is still indifferent.—Sioux Falls (S. D.) *Argus-Leader*, December 20.

"Safety First" in Verse

Flagman Art Teets of the Iowa division submits the following:

Art Teets

Deacon Jones, one Sunday morn,
Was on his way to church,
And walking on the railway track,
Not heeding safety first.

He did not hear the whistle blow,
Nor the engine bell give warning;
His thoughts were on his task ahead
That cold and frosty morning.

The engine struck him from behind
And sent him high and higher;
The fireman did not see him go,
While putting in a fire.

The engineer, he brought his train
Abruptly to a stop;
He saw the man had landed
In a tree up near the top.

The passengers, they all got out
To see what they could see;
They heard the deacon singing
"Nearer, My God, to Thee."

They got a ladder and brought him down;
His clothes were slightly soiled;
And, by the smile upon his face,
They saw the undertaker he had foiled.

Then on his way rejoicing
He went his way to church;
And ever since that Sunday morn
He preaches "Safety First."

No Satisfaction for Sam

The company won another suit recently, the case of Sam Kennedy, a gentleman of

color, residing in Memphis, against the Y. & M. V., for $5,000 damages on account of alleged abuse by Conductor Ira White and having to ride in a what was alleged to be a cold car while a passenger on the "Peavine" train out of Clarksdale, Miss. This occurred December 25, 1920, and the train in controversy was No. 25, which leaves Clarksdale at 5 a. m.

Sam was going to see his wife's family at Benoit, Miss., and incidentally to spend the holidays there. However, due to the alleged cold car and alleged abuse at the conductor's hands, Sam was ill and did not enjoy the Christmas feeling as much as he evidently desired; so he decided that he would seek retribution from the Y. & M. V. Hence this suit and the following article from the Memphis (Tenn.) *Commercial Appeal* of December 21:

"Judge Pittman declined to let the reputation of the 'Peavine' train of the Y. & M. V. get into the record in this court yesterday morning; hence each man who travels on it from Clarksdale to Greenville still is entitled to his personal opinion of the service.

"Sam Kennedy was suing the road on the claim that the train was so cold that he caught the pleurisy last Christmas Day and that the conductor cursed him when he complained. Charles Banks, one of the leaders of the negro colony at Mound Bayou, Miss., and one of the leaders of his race in the South, was on the train and a witness for the company to the effect that the train was comfortable and the conductor did not abuse Sam. H. D. Hawkins, a member of the jury, wanted to know of Banks what was the reputation of the 'Peavine' train, but Judge Pittman, inasmuch as Thomas A. Evans, counsel for the company, could not well object to a question by a juror, made the objection himself and then sustained it. Sam lost his suit."

This case required the attendance of an entire train crew, a disinterested witness, the claim agent and the local attorney, besides taking up the time of the judge and jury when they might have tried some meritorious case. There was not the least doubt from the beginning of the testimony that the Y. & M. V. would receive a verdict. If Sam should now have to foot the entire bill of this litigation and that fact should be advertised properly, this class of litigation would soon fall into the discard. If Sam had received a verdict, it is useless to explain that there would have been other suits, as the star witness for the plaintiff was reported to be contemplating one in the event this was successful.—V. S. A.

A Fair Deal on Claims

The following expression of sympathy toward the railway viewpoint on claims in general is from the Rev. Fred R. Harper, a Methodist minister of Fowlkes, Tenn.

"Some time ago I noticed in the *Illinois Central Magazine* an article telling of the unmanly ways in which some unscrupulous persons took advantage of the company in regard to injury claims. Many willingly falsified in order to obtain large damages for injuries that never occurred. I know the railroads are very often cheated in this respect, and the community should take a pride in showing up any person of the community found guilty of defrauding the railroads.

"There is another way in which the railroads are defrauded out of large sums. The damages collected by the class to which I refer may not be so large as the damages collected by the supposedly injured man, but the cases, I dare say, are more numerous.

"I refer to the men who have stock killed on the road or property burned by the train. I know that there are cases in which the damages collected are not what they ought to be, but these cases are very scattering. It is usually the case that beef comes mighty high to the railroad, and pork is nearly out of sight.

"I have a case in mind in which a little cow was killed. The man wasn't very sorry that the loss occurred when he found that he could collect damages. The cow was really worth $35 to $40. At least not over that, but the man wanted $60 for the cow. Two of three men decided the cow was worth $60, while the third man, a man who stood for justice to all, decided that the right value was $40. The man obtained the $40 which was his real damage, but he really thinks hard of the other man because he didn't assist in cheating the company out of $20.

"In a great many cases the three men will agree with the owner in the price, and the claim consequently is larger than it should be. Of course, $20 isn't very much, but many such losses of $20 would finally amount to a great deal.

"Nor is the stock claim the only one that is ever higher than it should be. Claims for

property that the railroad has destroyed in one way or another are oftentimes larger than they should be.

"The only way I know of stopping such things is to create a sentiment against it. Expose the man, and cause him to be found out. Show him up as not really honest, and the claims will come in right."

Service Bureau Open for Car Information

In line with its customary effort to be of the greatest possible service to its patrons, the Illinois Central System has put into effect, dating from January 1, a service bureau at Chicago to furnish to the shipping public information on carload shipments coming on and going off our lines, and the passing record at important terminals on our system.

The service bureau will furnish both on- and off-line traffic representatives daily recapitulation reports showing records of carload shipments coming on and going off the line via all junctions. This will enable traffic representatives to furnish car records directly to the shipping public in their respective territories, either upon request or where the representative desires to advance the information.

These junction passing reports will place in the hands of the traffic representatives car records sufficient to meet the ordinary demands of the shippers for information pertaining to the movement of interline carload freight.

In addition, to meet the requirements of shippers tracing carload freight of an emergency character, or which may have met with delay, the service bureau will have available upon request, either by telegram or letter, passing records at all our important district terminals. Requests for such information should be addressed to W. Haywood, general freight agent, Chicago.

The Illinois Central System, in arranging to provide the shipping public with this service, has added a new bureau to its organization with the view of providing quick information pertaining to the record of carload freight on its system.

It should be understood by all officers and employes having to do with the compilation of the report that the success of the service bureau and its ability to furnish prompt and accurate information depend upon close observance of the instructions covering the furnishing of all information required by the forms.

The service bureau will be an important adjunct to our solicitation department. It is expected that everyone using the information made available by this bureau will diligently apply it to the best interest of the shipping public and the Illinois Central System.

Our Monthly Roll of Honor

Below is a list of employes retired at the meeting of the Board of Pensions, December 30:

Name	Occupation	Years of Service	Date of Retirement
James P. Bradley	Agent and Operator, Thompsonville, Ill.	20	8/31/21
Francis M. Fry	Switchman, Waterloo, Iowa	41	9/30/21
John F. Bowman	Section Laborer, Oconee, Ill.	24	11/30/21
Henry N. Mudge	General Advertising Agent, Chicago	31	12/31/21
James T. Whalon	Switch Tender, Chicago	29	12/31/21
John Whealon	Machinist, Champaign, Ill.	35	12/31/21
Charles B. Duke	Agent and Operator, Scobey, Miss.	21	12/31/21
Charles E. Combs	Engine Inspector, Centralia, Ill.	26	9/30/21
George Lyons	Blacksmith, Burnside Shops	32	12/31/21

The following deaths of pensioners were reported at the same meeting:

Name	Last Employment	Date of Death	Term as Pensioner
John Fashauer	Freight Handler, Kentucky Division	11/ 5/21	7 months
Henry Heimel	Laborer, New Orleans Terminal	12/ 9/21	11 years
Thomas F. Murphy	Conductor, Springfield Division	12/18/21	6 years
Thomas F. Cummisford	Brakeman, Minnesota Division	12/13/21	13 years
Morgan C. Wooley	Scale Inspector, Engineering Dept.	12/25/21	8 years

Workers Now Demand Adult Education

United States Is Showing Interest in This Movement, First Organized in 1903 in Great Britain

A COMPREHENSIVE and interesting survey of the many problems involved in adult education is contained in the final report of the Adult Education Committee of the Ministry of Reconstruction, Great Britain, published in 1919. The report consists of 409 pages and covers every phase of the subject in an attractive manner. It is, indeed, difficult to find in it a single page of dry reading.

The Adult Education Committee, in summarizing its conclusions, makes many pertinent observations.

"The history of adult education since the beginning of the 19th century has conclusively shown the reality of the demand among men and women for non-vocational education. The demand has persisted in the face of the gravest difficulties and the most adverse circum stances. The large volume of educational activity which we have analyzed . . . probably surpasses in volume the educational work among adults carried on in any other country. We have shown its extraordinary variety and its wide-spread character. We are certain that this large volume of work is an indication of the depth and persistence of the demand for adult education."

A New Type of Education

Elsewhere in the report are many valuable suggestions on the place of adult education in the work of the universities.

"For ultimately it is as the addition of a new type of higher education to those already in existence that the experiments which are the subject of our earlier chapters must be judged. Though hitherto we have spoken only of what the universities can do for adult students, it is not less important to emphasize the contribution which adult students can make to the universities. The characteristic of the movements described in this report is the attempt to bring education of a humanistic character within reach of all classes and individuals who desire it, irrespective of their occupations, their incomes, or their social positon. They thus make a contribution to the educational thought and activities of the country, which, if not entirely novel, is new upon its present scale. . . ."

First Organization in 1903

The report mentions the activities of many different organizations, including those of the Workers' Educational Association of Great Britain, which was established by a small group in 1903. The University of Oxford entered this movement in 1907, and since then nearly every university and university college in Great Britain has taken like action. The registry of the association in 1919 showed nearly 15,000 members, 209 branches, and more than 2,700 affiliated societies. There were then about 120 classes with a full 3-year course and a student membership of more than 3,000. The other members of the association, then, were in 1-year classes and study circles requiring less of the worker's time. Australia, New Zealand, Canada and South Africa are also interested in this work.

The affairs of the Workers' Educational Association are administered by joint committees composed of an equal number of working people and of university representatives. The choice of subjects of study is left to the students. The courses favor a liberal as against a merely bread-and-butter education, and therefore are non-vocational. The subjects selected by the students are economics, history, literature, natural sciences, modern languages, music, drama, and art. The desire for adult education must come from the workers themselves, but this desire can be stimulated by vigorous appeals and by successful samples of the results accomplished.

No Parallel Among Leisure Classes

The Workers' Educational Association gives a picture of intellectual energy and enthusiasm which, according to unanimous testimony, finds no parallel among the leisure classes of Great Britain. During the war it was discovered that much more serious reading was done in the camps and in the trenches by the members of this organization than by any other type of enlisted men. And the output attains a high standard. Oxford University examiners were astonished to see that many

of the essays by such students were fully equal to the productions of "honors men" in the final schools.

Some interesting articles relating to the Workers' Educational Association were published in *The Nation* (New York) for May 10, 1919, and in *The Survey* (New York) for November 13, 1920.

Now About 1,500 Adult Schools

Another interesting movement in Britain is that of the adult schools, which are federated into the National Adult School Union. There are now (1922) about 1,500 schools with a membership of more than 50,000 men and women. The largest schools have 200 to 300 members, and the smallest about ten. The age of entry is 18, and there are in existence a number of junior schools for younger members. Membership is open to all who are in sympathy with the aims of the movement and who wish to join.

Adult schools are democratic in their constitution, and each school is free to manage its own affairs and arrange its own program. Financial responsibilities are undertaken by the schools themselves, though certain assistance, in the provision of lecturers, etc., is undertaken by the National Council. The schools do not receive any financial aid from the state, though certain special classes are able to secure grants from the government education department and from local authorities. Since 1917 a system of group correspondence classes also has been evolved whereby men and women, meeting, it may be, in remote villages, are encouraged to thresh out problems of economics, history, literature, etc., and are kept in constant touch, by mail, with competent instructors.

One of the most recent developments of the National Adult School Union is the establishment of an International Correspondence Bureau whereby, within a few months, 1,500 men and women in different countries of Continental Europe have been brought into constant contact with the interested students in Great Britain by the exchange of letters. Groups of a similar character to adult schools already have been formed in France, Spain and Austria.

World Association Organized

In 1920 was organized the World Association for Adult Education, with headquarters in London, acting as a general clearing house for all the agencies in that field of work. Affiliated with it is the new British Institute for Adult Education. Councils also have been formed in other countries, including Holland and Czecho-Slovakia.

In the United States, adult education has taken many different forms, which no doubt in time will become inter-related through the medium of an American Association for Adult Education to be affiliated with the World Association for Adult Education and thus, indirectly, with similar organizations in other countries. A preliminary survey of adult education in America is being made by Edwin Pahlow, 83 Prospect Street, Reading, Mass., who is a member of the advisory committee of the World Association. Among the newer organizations in the United States is the Workers' Educational Bureau of America, 465 West 23rd Street, New York City, which is the outgrowth of the first general conference on workers' education ever convened in the United States, held in New York City in April, 1921. The sponsors of this bureau have so far been cautious and not unmindful of difficulties, and in the discussion of controversial questions, where previously abstract and unreal propositions had sufficed, have insisted upon a scientific presentation of realities. A conservative but effective program, carefully followed, would seem to possess potentialities which are immeasureable.

There is, indeed, ample room for a lot of constructive work in the United States in those directions which would be of the greatest national benefit, and particularly is this true as to the widespread need of a better and more general understanding of the fundamental principles of sound economics which are inevitable and cannot be escaped by any fine-spun theories.

SPOKE ON RAIL SITUATION

James P. Helm, Jr., of the law firm of Trabue, Doolan, Helm & Helm, Louisville, district attorneys for the Illinois Central in Kentucky, recently read a paper on "The Railroad Situation" before the Pierian Club of Louisville that was of such timely interest that the Louisville *Times* published it in full, in three installments, January 10, 11 and 12. The paper reflects a great deal of research on the part of Mr. Helm, and is a careful and thorough review of the rail transportation situation.

ACCIDENT AND INJURY PREVENTION

How East St. Louis Reduced Shop Injuries

A SYSTEM of departmental rivalry worked out so well in the East St. Louis shops in preventing accidents in December that its adoption all over the system has been officially urged. In order to make a fair comparison, a record of accidents per man-hour was kept, and it is likely that this method of figuring will be generally adopted.

The idea was originated by E. G. Bishop, chief clerk, and had the hearty support of Master Mechanic L. A. Kuhns. A test was made in November, and the real effort was put forth in December.

There was a reduction of personal injuries from eighteen in December, 1920, and thirteen in November, 1921, to but four in December, 1921. Attention is further invited to the increase in "average man-hours per injury" from 9,980 in December, 1920, and 13,821 in November, 1921, to 46,201 in December, 1921.

Daily Statement Posted

To secure departmental rivalry at all points under the jurisdiction of the East St. Louis shops, a daily statement was posted in each department, showing for that department the man-hours worked each day, the number of injuries each day, accumulative man-hours and personal injuries to date and the average hours worked per personal injury. The daily performance of the present month was compared with the performance of the same period of the preceding year, thus giving the employes the opportunity to know what their efforts were accomplishing in the elimination of personal injuries.

In addition to the statements showing the accomplishments of the departments, there

TELEGRAM Form 800

Illinois Central Railroad Company

OMIT EVERY UNNECESSARY WORD

C HGO J AN.18 22

DEAR BILL
THERES A FELLOW LIVING ACROSS FROM ME WHO IS MINUS ONE LAMP. I ASKED HIM WHERE AND HOW. HE SAID AT THE SHOPS - THAT HE WAS STRUCK IN THE EYE BY A PIECE OF STEEL. SAYS HE NOW WEARS GOGGLES BECAUSE HE AINT YET SEEN EVERYTHING. HE SAID A MOUTHFUL, BUT WHY WAIT UNTIL HE GETS HURT. AFTER SOMEONE TOLD ME THAT NEARLY 2000 PERSONS HAD THEIR EYES INJURED BY FLYING PARTICLES ON OUR RAILROAD DURING 1921 IVE DECIDED TO TAKE GOOD CARE OF MY PAIR OF HEADLIGHTS. IF I AM GOING TO BE DECORATED I PREFER A MEDAL TO A GLASS EYE. AM NOW WORKING IN THE TOWER WHERE I CAN WATCH YOU FELLOWS GO BY. DROP IN SOMETIME

JIM

was posted in each department a daily statement showing the accomplishments to date in all departments for the entire jurisdiction of the East St. Louis shops.

No supervisor, safety committee or group of enthusiastic employes could, regardless of their activities, have avoided any one of the four injuries that were sustained in December, 1921. Below is a brief description of each case, from which it will be noted that one occurred while an employe was performing an act entirely foreign to his course of employment. Another, which occurred in a purely accidental manner, was so trivial that the employe did not lose an hour from his work, or even report to the company surgeon for treatment. The two other cases were purely accidental, very slight and disability in each case not longer than one day.

The Four December Accidents

The four cases were:

December 3. A flue borer at East St. Louis was cleaning the crown sheet of a locomotive when a piece of scale entered his eye. He wore goggles, but they did not fit snugly at the top.

December 5. A machinist at East St. Louis was driving a driving box shoe off a frame of a locomotive when a particle of steel entered his eye. Purely accidental and could not have been avoided by the highest degree of carefulness. It is not practical to require men to wear goggles while engaged in this work.

December 6. An engine watchman at Carbondale was shoveling coal on a locomotive when a lump of coal fell from the tank and hit him on the head. Very slight bruise, no time lost and did not even find it necessary to report to company surgeon.

December 8. A coal shoveler at Herrin was handling a pistol, accidentally discharged it and shot his finger. Altogether foreign to his course of employment.

Absence of employes from their regular course of employment slackens production. Output is planned and each employe assigned his part to perform to enable the production schedule to be maintained. Absence of even one employe in a well-planned organization slackens production. By reducing the personal injuries the East St. Louis shops have reduced the loss of productive hours, as will be noted from the following figures, showing loss of productive hours due to personal injuries in December, 1921, compared with December, 1920, and November, 1921. Particular attention is invited to the small number of productive hours lost in December. Had it not been for the one injury to the coal shoveler at Herrin, which occurred in a way entirely foreign to the course of his employment, the loss of productive hours in December, 1921, would not have been more than 16. The figures follow:

December, 1920	1,381
November, 1921	951
December, 1921	98

Kept Campaign Before Men

"I think we did excellently," writes Mas-

To Win Good Will

In intercourse with the shipping public, we in the local freight office find, that to a certain degree there exists in the minds of some of the shippers the thought that the interests of the railroad are inimical to their interests and that it is their duty not only to seek unfair advantage but to antagonize us, regardless of whether there is cause for such a policy or not.

This erroneous impression, of course, is not general. That it does exist, even in a minor degree, is due, I believe, principally to the fact that in our relations with them we have not acquired their confidence and good will, even though merited.

The policy of our management, as reflected in the service rendered our patrons, has been a real power in proving the fallacy of this antagonism, yet there is much still to be done to obliterate this thought, and that very vital task can be accomplished only by us, the employes.

I believe we can, by application, judgment and diplomacy, convince the shippers that we consider that, the very moment we accept their freight for transportation, we have by that action entered their employ, have become, as it were, another department in their organization. With reference to this transaction, we are as amenable to their wishes, insofar as they do not conflict with the rules and regulations prescribed by the proper authorities governing transportation, as any employe in their service. Also, they have a right to demand and expect from us the same degree of efficiency that they demand of their other employes.

Our service will not always be absolutely perfect, but, having established ourselves in the close relationship of employe to employer, it is but logical to believe we shall acquire their confidence and good will.—T. N. SUBLETT, *Assistant Agent, Chicago, Ill.*

ter Mechanic Kuhns. "I believe this excellent accomplishment was made possible by the departmental rivalry and interest that we created by keeping the information before the men as we did. The idea had my hearty support from the beginning and was assisted in every way possible by personal interviews that I had with various employes and by several mass meetings that I held among the employes under my jurisdiction."

Below is the tabulated report showing how the plan worked out:

Department	December, 1920			November, 1921			December, 1921		
E. St. Louis	Man Hours to Date	Injuries to Date	Average Hours per Injury	Man Hours to Date	Injuries to Date	Average Hours per Injury	Man Hours to Date	Injuries to Date	Average Hours per Injury
Dav Roundhouse	24,635	1	24,635	21,431	0	.....	22,457	1	22,457
Machine Shop	6,220	2	3,110	6,256	1	6,256	6,478	0	6,478
Night Roundhouse	11,870	1	11,870	8,775	0	.....	8,869	0	.....
Boiler Shop	3,949	2	1,974	4,988	0	.....	5,043	0	.....
Blacksmith Shop	3,929	0	.....	4,624	0	.....	4,567	0	.....
Erecting Shop	4,311	2	2,155	4,550	1	4,550	4,442	1	4,442
Tin & Pipe Shop	2,018	0	.....	1,778	0	.....	1,889	0	.....
Miscellaneous	2,176	0	.....	2,369	0	.....	2,060	0	.....
Total Loco. Dept.	59,108	8	7,389	54,771	2	27,386	55,805	2	27,903
Outside Yards	12,173	0	.....	11,913	1	11,913	12,438	0	.....
Gang Foreman Marshall	7,945	2	3,972	11,100	0	.....	11,221	0	.....
Gang Foreman Stone	4,552	0	.....	6,293	0	.....	6,618	0	.....
Steel Car Repair Gang	2,940	0	.....	4,219	1	4,219	4,388	0	.....
Mill	2,844	2	1,422	2,831	0	.....	3,124	0	.....
Labor Gang	2,202	0	.....	2,658	0	.....	2,687	0	.....
Paint Shop	1,002	0	.....	1,960	0	.....	2,423	0	.....
Air Brake Gang	1,613	0	.....	1,806	0	.....	1,925	0	.....
New Yard Repair Track	2,423	0	.....	1,696	0	.....	1,709	0	.....
Material Gang	1,240	0	.....	1,571	3	524	1,585	0	.....
Transfer Gang	1,062	0	.....	992	0	.....	1,035	0	.....
Miscellaneous	1,906	0	.....	1,822	0	.....	1,826	0	.....
Total Car Dept.	41,902	4	10,476	48,861	5	9,772	50,979	0	.....
Carbondale									
Loco. Dept.	31,761	5	6,352	28,637	3	9,546	28,891	1	28,891
Car Dept.	15,470	0	.....	15,916	0	.....	16,448	0	.....
Transfer Gang	699	0	.....	1,017	0	.....	1,242	0	.....
Total	47,930	5	9,586	45,570	3	15,190	46,581	1	46,581
Benton	8,007	0	.....	7,305	2	3,653	7,731	0	.....
Pinckneyville	4,404	0	.....	4,313	0	.....	4,525	0	.....
St. Louis	9,715	0	.....	10,038	1	10,038	10,461	0	.....
Belleville	718	0	.....	728	0	.....	683	0	.....
New Athens	176	0	.....	231	0	.....	30	0	.....
Marissa	134	1	134	225	0	.....	232	0	.....
Coulterville	230	0	.....	211	0	.....	219	0	.....
Texas Junction	535	0	.....	605	0	.....	225	0	.....
Gale	200	0	.....	195	0	.....	216	0	.....
Christopher	924	0	.....	439	0	.....	426	0	.....
Zeigler	.....	..	.....	296	0	.....	344	0	.....
Eldorado	958	0	.....	1,088	0	.....	1,115	0	.....
Herrin	1,198	0	.....	1,997	0	.....	2,345	1	2,345
Brookport	1,974	0	.....	1,609	0	.....	1,666	0	.....
Marion	279	0	.....	.....	..	.....	.....	..	.....
Golconda	1,001	0	.....	959	0	.....	997	0	.....
West Frankfort	250	0	.....	232	0	.....	224	0	.....
Grand Totals of All Points	179,643	18	9,980	179,673	13	13,821	184,804	4	46,201

Detective Work Traces Lost Packages

Care in Checking and Comparison of Records Wipe Most of These Exceptions Off the Slate

By C. G. RICHMOND,
Superintendent, Stations and Transfers

LOSS of a package is one of the classifications of claim causes used by freight claim agents to distinguish such claims from those caused by pilferage, delays, defective equipment and many other things responsible for freight claims.

Causes for the majority of freight claims of this class can be overcome without any additional expense. At the same time this will result in a reduction in correspondence and the elimination of annoyance to shippers and consignees.

The mystery surrounding the lost package makes this subject an interesting study. As a rule the most puzzling cases are found to be due to failure of agents to comply with the rules governing the acceptance and delivery of LCL shipments as follows:

1. To see that shipments are properly marked before accepting for forwarding;
2. To see that shipments are loaded in proper car and accompanied by waybills;
3. To see that shipments are properly checked from car at desination;
4. To see that shipments are checked and proper receipt taken at time of delivery to consignee;
5. To see that receipts are properly filed;
6. To see that astray or over shipments are delivered only upon presentation of documentary proof of ownership;
7. To see that proper investigation is made of all shortages with connecting line agents and consignees;
8. To see that overages and shortages are properly matched with connecting line records at common points.

The Waybill a Protection

If every shipment were accompanied by a waybill, claims for loss of a package would be practically eliminated with the exception of those caused by theft and erroneous deliveries, which would be a very small percentage compared with the percentage of present claim payments for loss of a package.

The failure of originating and transfer platform stations to forward a waybill with each and every shipment is an important factor contributing to the losses chargeable under the heading, "Loss of a Package." The waybill is the only document which can safely guide a shipment via the proper route to its destination and insure prompt delivery to the correct consignee.

Therefore agents should see that receiving clerks are impressed with the importance of knowing the entire shipment is received and properly marked before receipting for it; also, that the shipment is correctly loaded, and, last, but not least, that the waybill accompanies the shipment.

There seems to be, in many instances, a laxity on the part of agents in affording proper protection against a claim in the delivery of over shipments which are caused by excess of billing or failure to receive a waybill.

Agents are frequently careless in matching overages and shortages with connecting line agents, and they do not consult consignee with a view of closing out shortages.

Get Proof of Ownership

There are numerous methods employed by agents in matching overs and shorts. However, there is only one right way to deliver over freight, and that is to "secure proof of ownership" before delivery of shipment, after which a reference to the revenue waybill should be secured from the originating agent, proper record made on short report, short freight accounted for coupon rendered, and record entered in alphabetical over-and-short book furnished all agents.

If at a common point, proper advice should be furnished the agents of connecting lines, giving full information as to the delivery of the shipment.

The local agents naturally desire to get early disposition of overages, and in order to clear the freight house and eliminate arguments with consignees they frequently deliver excess and over shipments without

presentation of documentary proof of ownership.

When this violation of the rules is later discovered, the agent invariably offers the excuse that the consignee is reliable and willing to furnish a bond equaling the value of the package.

The fact is apparently overlooked that the shipment or package may not belong to the consignee whose name appears thereon, due to improper marking by shipper; that it may be short at another station on this railroad or a connecting line, and, further, that a claim may be presented by the shipper, while the consignee receiving the shipment may never be apprised of the filing of the claim.

The claimant, in most instances, is honest in filing his claim, and has no intention to defraud. The claim is filed as a result of our own defective and erroneous records.

However, regardless of the honesty and good reputation of the consignee receiving the overage, the agent should in all cases require presentation of proper proof of ownership, secure receipt and close out short records; otherwise a claim for a short package may result.

How Three Claims Developed

As an illustration of the importance of requiring proof of ownership on over shipments and also maintaining proper station records, the following are a few specific cases of claims filed for alleged shortages in which investigation developed shipment had been delivered to the consignee.

1. Claim filed for $1,075.84, covering loss of five rolls of leather. This shipment was received from a connecting line, destined to one of our larger stations, against which an embargo was in effect. The shipment was then returned to the delivering line. However, the way-bill was forwarded in the regular manner, indicating to the destination agent that the shipment had been accepted and forwarded. The shipment checked short at destination, agent issuing short report and short notation to consignee, who filed claim for shortage. Investigation with connecting line and consignee developed the shipment had reached destination via another railroad and had been delivered without proof of ownership.

2. Claim filed for $1,187.50, covering loss of one Firefoam Engine on wheels, originating on and destined to a point on connecting line, this line being intermediate. Agent at the final junction point on this line checked the engine short and made an over report for "one tank on wheels"—no marks. However, a careful examination several months later developed that the shipment was marked, but in an indistinct manner. The agent held the billing and should have matched the over with the shortage.

3. Claim filed for $601.58, covering loss of four liquid carbonaters moving between two of the larger stations. On the date this shipment was forwarded, the shipper delivered several other consignments of the same commodity for branch houses at various destinations. These four carbonaters were incorrectly marked, checked over at the wrong destination, and short at the correct destination. The overage was delivered as marked without requiring proof of ownership, and a claim was filed for shortage by consignee at the correct destination.

How Records Are Cleared

A similar investigation of many other claims filed for shortage during the past year has resulted in locating the alleged shortage.

The remarkable reduction in claims paid for loss of an entire package on the Illinois Central and Y. & M. V. in the past year proves conclusively that a large part of these losses were due not so much to the loss of a package as to the failure to maintain proper records and to investigate each shortage with connecting lines and consignees.

As an illustration of what can be accomplished by the proper investigation of overs and shorts, during 1921 the Memphis station issued 1,173 short reports on shipments destined to Memphis proper. Through the proper investigation with consignees and connecting lines, 1,098 of these shortages were closed, there remaining only 75 open shortages at the close of the year, a number of which are of recent date and will be closed by further investigation.

During this same period, Memphis station issued 2,078 over reports covering shipments reaching Memphis without waybill, and of this total 2,063 have been delivered, there remaining on hand at the close of the year only 15 over shipments, two of which are more than 30 days old.

The interest taken to reduce causes for exceptions in the "No Exception" campaign during April, May and June and the continued interest and co-operation of all officers and employes during the subsequent months of 1921 resulted in a remarkable reduction in the over and short exceptions as compared with 1920.

Great Decrease in Exceptions

The following is a statement showing the

number of over and short exception reports received during 1921, as compared with 1920:

	1921	1920	Decrease	Per Cent of Decrease
Over reports	47,092	144,318	97,226	67.3
Short reports	21,611	68,480	46,869	68.4
Total	68,703	212,798	144,095	67.7

As claims for lost packages are predicated on the exceptions received, a material reduction in this class of claims has naturally resulted from the 68.4 per cent decrease in short reports as shown above. It will be observed from the following statement, showing claims paid for lost packages by divisions during 1921 as compared with 1920, that a decrease of 7,290 claims, or 61.4 per cent, was shown for the entire system.

Divisions	1921	1920	Decrease	Increase or Decrease
Tennessee	197	782	585	74.8%
Memphis	459	1,695	1,236	72.3%
Kentucky	162	543	381	70.1%
Vicksburg	206	675	469	69.4%
Mississippi	243	778	535	68.7%
Wisconsin	211	567	356	62.7%
Iowa	362	943	581	61.6%
New Orleans	298	707	409	57.8%
Minnesota	195	459	264	57.5%
Illinois	290	666	376	56.4%
Indiana	230	480	250	52.0%
St. Louis	582	1,153	571	49.5%
Louisiana	325	628	303	48.2%
Springfield	388	731	343	46.9%
Terminals				
Memphis	72	298	226	75.8%
Chicago	143	410	267	65.1%
New Orleans	212	350	138	39.4%
Total	4,575	11,865	7,290	61.4%

Chart Shows the Better Care of Freight

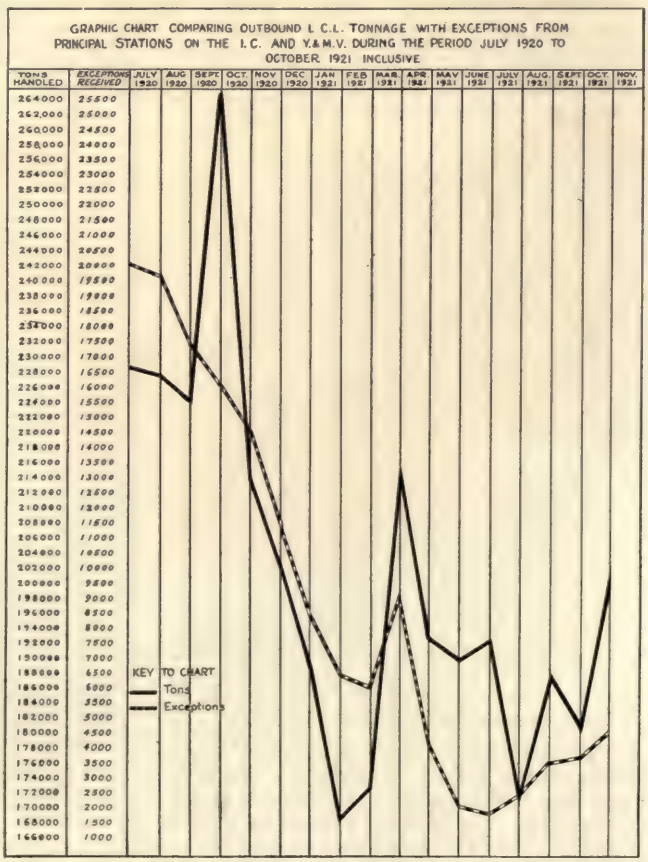
The accompanying graphic chart illustrates the increased efficiency in handling outbound LCL freight on the Illinois Central and Yazoo & Mississippi Valley railroads from July, 1920, to October, 1921, inclusive.

In the handling of LCL freight, efficiency can be determined on the basis of number of shipments or pieces handled, number of cars loaded, etc. However, tests made on platform operation have developed the fact that the number of tons handled per exception is more preferable in making an efficiency comparison between stations and also in comparing the performances of the individual station.

In October, 1921, 201,588 outbound LCL tons were handled, with 4,723 exceptions received, an average of 42.6 tons handled per exception, as compared with 227,931 outbound LCL tons handled, with 19,703 exceptions received, an average of 11.5 tons handled per exception, in July, 1920. This shows an increase in sixteen months of 31.1 tons handled per exception.

How the Figures Compare

Below is a statement showing the total



outbound LCL tonnage, total exceptions and tons handled per exception for July, 1920, March, 1921, and October, 1921, and also the total outbound LCL tonnage, total exceptions and percentage of decrease October, 1921, from July, 1920, compared:

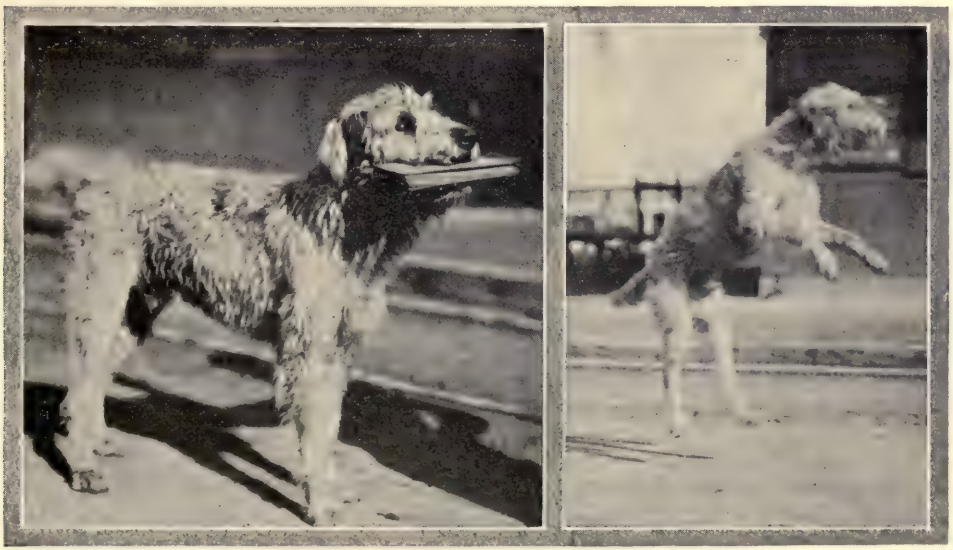
Months	Total Outbound LCL Tonnage	Total Exceptions	Tons Handled per Exception
July, 1920	227,931	19,703	11.5
March, 1921	214,295	9,184	23.3
October, 1921	201,588	4,723	42.6

	July, 1920	Tons Decrease	Pct. Decrease
October, 1921	227,931	26,343	11.5
Total Outbound LCL Tonnage	19,703	14,980	76.0
Total Exceptions			

The result of this increased efficiency in the handling of LCL freight is reflected in the decrease in claims paid for lost packages, which shows a total of 10,899 for the first eleven months of 1920, compared with 4,334 for the corresponding period this year, a decrease of 6,565, or 60.2 per cent.

These figures reflect credit on all employes having to do with the handling of LCL freight. It is hoped that every effort will be made to maintain this excellent standard of efficiency during 1922.

REX SEMMES AT WORK AND AT BASEBALL



Here we have Rex Semmes, property of Agent W. S. Semmes of Sardis, Miss. Rex was born at Meridian, Miss., December 7, 1917, and entered the employ of the Illinois Central at the age of 2 months. He is an expert ball player, but he knows how to work, too. He calls for the yard book at 3:30 p. m. each day, except Sundays, carries the book to North Yard and is on hand at South Yard to get it when the yard checker is through. He never asks for the book on Sundays. He carries mail or small packages to and from the station and will never lay them down unless he meets a dog, which he promptly whips, and then he picks up his package again. He can count. He was taught to run guinea fowls from the chickens, but when an old guinea came up with little ones he was taught not to run them. Now they are grown, and, while he can't tell one from another, he counts four and runs the others away. Early in life he began to put out cigarettes carelessly thrown around, matches or anything that was burning.

Promotion Comes to the Man Who Knows

By J. G. WARNECKE,
Division Storekeeper, Centralia, Ill.

THE remark that "There is no chance for promotion," made carelessly by so many employes, is as far from the truth now as ever. There is room, and plenty of it, near the top on the rounds of the ladder of Success. These heights can be reached only by him who is willing to put forth the efforts to crowd out and climb over those who are holding to the easy rounds called "Course of Least Resistance," "Carelessness," "Saturday," "Pay-Day," "Let George Do It," "Tomorrow, Not Today," and the numerous others which can be likened to the bottom rounds of the ladder to Success.

The crowd is legion that is hanging around hoping to get the benefit of being a top-rounder without putting forth any special effort to surpass the many who are trying the same route.

In the store department, a man entering the service should above all learn to think. To succeed he must grow in solitude, work, develop by studying his work, books and thoughts. He should study and learn to master the work assigned to him. After this is done, he should expand in his knowledge by learning the details of the business of those he comes in contact with. In getting a knowledge of this he will be able to converse intelligently not only about his own business, but also about things in general. He should especially watch those above him to whose position he aspires. In this he should especially note how the man does things in ways different from most others. Without doubt in this will be seen the cause of the promotion.

Successful Man a Student

Close observation will show that the successful man spends much of his time by himself, working, planning for others or reading books, all of which gives him individual growth, development, etc. The clerk or stock man who is spending every moment possible in studying or in company and conversation with those who know more than he does and have made a success in life is sure to develop himself so as to merit and get advancement. On the other hand, one who thinks only when trying to tell a smutty story or something about the movies, etc., and whose associates know only as much as or less than he does has little chance of advancement.

The promoted man must be an educated man. By this I do not mean he must be a graduate of some college or university. Many of the different department heads are not college men. Education obtained in schools is fine, but it is only a foundation which enables one more readily to enlarge and expand the mental faculties so as to work more efficiently. Most men quit studying just as soon as they leave school. These are the ones who are crowding the bottom rounds of the ladder of Success.

About Delivering the Goods

The successful man, in this department and every other department, will tell you that his hardest studying periods have been since he left school. The man in this department who "thinks" and who realizes that the education he receives while performing his daily duties is one of his most valuable assets will succeed.

Intensive personal interest in the work, an interest in the welfare of the company, and a sense of satisfaction over things well done are some of the attributes of success.

Only a small percentage of all men are putting forth real, honest-to-goodness effort toward promotion; so why not be one of the few "who deliver the goods?" As Walt Mason says:

"One man is afraid that he'll labor too hard—the world isn't yearning for such; and one man is ever alert, on his guard, lest he put in a minute too much; and one has a grouch or a temper that's bad, and one is a creature of moods; so it's hey for the joyous and rollicking lad—for the one who delivers the goods."

Charles Vernon Neely Dies

The many friends of C. V. Neely will be surprised to hear of his death at the Illinois Central Hospital on January 2. He was taken to the hospital on December 23, suffering with pneumonia. Funeral services were held January 6, burial being at Walhalla Cemetery, St. Louis, Mo.

Mr. Neely was born in Columbia, Tenn., December 10, 1899, and entered the service of the Illinois Central October 10, 1917, working in various capacities. He was best known over the system as supply car clerk in charge of Line No. 1, a position he held for a considerable time.

C. V. Neely

At the time of his death he was filling the position of stockkeeper at 27th Street, Chicago. He was married January 15, 1920, to Miss Louise Bergman of St. Louis, who survives him.

1921 Was No Criterion of Railway Success

The following quotation is from Things to Talk About, our monthly bulletin of information.

Efforts doubtless will be made to judge the Transportation Act by the income and operating results of American railroads for 1921, the first year of operation under the terms of the act. The 1921 results are not a fair test of the act. The past year has been abnormal in nearly every respect. The framers of the Transportation Act expected that post-war railway readjustments would take place in the six months of March 1 to September 1, 1920, and for that period the net earnings of the railroads were guaranteed at the rate in effect during federal control. But the guaranty period came to a close September 1, 1920, and since that time the railroads have been upon their own financial resources—and the end of the readjustment period is not yet. The framers of the Transportation Act could not possibly have anticipated 1921 conditions. For a fair test of the Transportation Act we must judge the operations of the railroads under normal conditions.

Freight traffic fell off nearly one-fourth and passenger traffic nearly one-fifth in 1921, as compared with 1920. Operating revenues were $600,000,000 less than in 1920, while if the 1920 volume of business had obtained during 1921 operating revenues would have been $700,000,000 greater than in 1920, or $1,300,000,000 greater than they actually were. The railroads succeeded in reducing their operating costs $1,176,000,000 in 1921, as compared with 1920, but even with this 20 per cent reduction they were able to realize as net operating income for the payment of fixed charges, dividends and expenditures for new investments only $616,000,000, according to preliminary estimates by the Bureau of Railway Economics. Their fixed charges alone (interest on debt, rentals, etc.) amounted to $640,000,000, so it will be seen that net income was hardly sufficient to pay fixed charges, leaving nothing whatever, considering the railroads as a whole, for the payment of dividends to the stockholders and for making new capital investments in the properties.

The net income of the railroads for 1921 was equivalent to about 3.3 per cent upon valuation. Considering the guaranty of earnings existing during federal control and for the six months' period ending September 1, 1920, the 1921 net operating income was the smallest in thirteen years, or since 1908.

The honorable conduct of a business not only wins the commendation of the Public, but establishes a bond of trust between those served and the ones who faithfully perform their duties.

One Night a Hero—the Next Night a Dub

Bowling Experts Rise and Fall; Notes of the Illinois Central Leagues Running at Chicago

By WALTER E. DuBOIS,
Voucher Clerk, Chicago.

THE Chicago Terminal Improvement team in the 12th Street General Office Bowling League gave the bowling fans something to talk about when it took two out of three from the Engineer Maintenance of Way team, and then took three straight from the team representing the Accounting Vice-President's office, just when Captain O'Connor had his team going well. Captain Block has his team doing great work among the maples. The Land and Tax team also caused excitement when it upset 2,657 pins for an average of 177, a mark for the whole system to shoot at.

Comparing the averages of October 21 with today, we find some interesting changes, mostly for the better. At that time Bernbach was upsetting them for an average of 188, but has dropped back to 185. Enright has also dropped two pins, from 182 to 180. Block shoved his average up from 163 to 178, a 15-pin advance, and has been a tower of strength to his team. "Noodles" Knodell moved up to 178, an increase of 4 pins, and would like to meet "Cracker" Smith on the Woodlawn alleys and make a cheese sandwich out of him.

Cote remains at 171, but should get that left arm of his oiled up, for there is no reason why he cannot shove his average up to at least 175. Larson was upsetting them for 161; now they are dropping into the pits for him for an average of 169. Rolff is helping Bernbach keep their team in first place and has advanced three pins for an average of 168. Collier has moved up five pins and is now rated at 165, while Stone is 1 pin behind him, having increased his average 2 pins. Grace has an average of 163 and has kept above 160 since he started bowling last November. Breitzke has dropped from 163 to 160.

Krubeck has lost the groove and has dropped from 165 to 159. He will have to brace up, for his team is suffering as a result. Brown has moved up to 158, a 2-pin increase. Coble, Camp and Carney now appear among the select first twenty bowlers and will be watched from now on. Ullrich, like his team, is slipping, having dropped 1 pin.

It's a great game—one night a hero and the next night a dub!

Here is the standing, as of January 13, 1922:

	Teams	W.	L.	Percentage	Aver. Pins Per Game	High Game	High Series
1.	Engineer Maintenance of Way	35	7	.833	809	940	2,554
2.	Land and Tax	34	8	.810	815	909	2,657
3.	Vice-President Accounting	28	14	.667	776	907	2,548
4.	Auditor of Miscellaneous Accounts	26	16	.619	748	925	2,466
5.	General Superintendent Transportation	25	17	.595	758	865	2,410
6.	Chicago Terminal Improvement	24	18	.571	743	888	2,494
7.	General Freight	24	18	.571	746	864	2,386
8.	Engineer Bridges and Buildings	18	24	.429	706	808	2,249
9.	Auditor of Disbursements	17	25	.405	712	807	2,274
10.	Vice-President Purchasing	12	30	.286	706	873	2,352
11.	Vice-President and General Manager	5	37	.119	645	811	2,242
12.	Officers	4	38	.095	613	779	2,077

The Leading Bowlers

	Name	No. of Games	Average	High Game	High Series
1.	L. H. Bernbach	42	185	269	631
2.	W. P. Enright	36	180	217	598
3.	M. Block	42	178	218	588
4.	C. M. Knodell	38	178	233	592
5.	C. J. Riley	42	175	220	584
6.	A. A. Koch	39	172	225	607
7.	S. Cote	42	171	233	598
8.	W. J. Larsen	39	169	221	556
9.	A. L. Rolff	42	168	213	588
10.	E. K. Collier	42	165	236	589
11.	F. A. Stone	42	164	203	546
12.	H. A. Rozene	33	163	213	589
13.	M. A. Grace	39	163	202	544
14.	B. E. Breitzke	39	160	205	524
15.	R. E. Krubeck	39	159	200	521
16.	F. F. Brown	42	158	215	555
17.	H. E. Coble	39	158	205	546

18. W. S. Camp	42	156	214	550
19. H. J. Carney	39	155	218	533
20. J. J. Ullrich	38	155	209	539

High Individual Game:
L. H. Bernbach 269
High Individual Series:
L. H. Bernbach 631
High Team Game:
Engineer Maintenance of Way 940
High Team Series:
Land and Tax 2,657

The 63d Street General Office Bowling League has now completed its 16th week of competition, with the Seminole Limited in first place with 37 games won and only 11 lost, closely followed by the New Orleans Special with 36 won and 12 lost. This standing is due to the fact that during the last month the Seminoles took three games from the New Orleans Specials.

The standings of the teams and of the first twenty bowlers are listed below:

Team	Won	Lost	Total Pins	Average	High Games	High Series
1. Seminole Ltd.	37	11	40,956	853	966	2,631
2. New Orleans Spcl.	36	12	40,692	847	936	2,673
3. Panama Ltd.	32	16	39,410	821	953	2,671
4. Diamond Spcl.	26	22	39,293	819	985	2,721
5. Daylight Spcl.	26	22	38,902	810	955	2,543
6. Freeport Peddler	18	30	36,360	757	895	2,506
7. New Orleans Ltd.	16	32	36,318	757	923	2,515
8. Gilman Local	1	47	32,746	682	856	2,379

The Leading Bowlers

	Games	Total Pins	Average	High Game	High Series
1. Calloway	42	7,790	185	213	613
2. Pierce	45	8,296	184	255	632
3. Hengels	33	6,032	183	224	607
4. Heinsath	45	8,181	182	227	636
5. Beusse	42	7,516	179	245	608
6. Does	39	6,937	178	237	569
7. Tersip	48	8,516	177	219	598
8. Hanes	48	8,368	174	246	584
9. Olson	39	6,781	174	244	581
10. Smith	48	8,294	173	221	571
11. Merriman	42	7,211	172	212	567
12. Breidenstein	39	6,635	170	233	596
13. Hulsberg	48	8,086	168	233	568
14. Giesecke	48	8,052	168	208	556
15. McKenna	48	8,037	167	234	604
16. Lind	48	7,990	166	214	563
17. Jacobs	39	6,411	164	208	574
18. B. Miller	42	6,846	163	208	552
19. Goodell	45	7,334	163	224	578
20. Kempes	48	7,773	162	219	573

Here we have the standing of the Burnside Shops' Bowling Club for the week ending January 7:

Team.	W.	L.	Pct.	High Team Game	Aver.
Machine Shop	22	5	.814	859	759
Carpenter Shop	20	7	.740	853	777
Foreman	15	12	.555	805	678
Tin Shop	14	13	.518	836	662
S. S. Office	12	15	.444	840	682
Roundhouse	10	17	.370	791	673
Freight Shop	8	19	.296	786	662
M. M. Office	7	20	.259	744	654

First Ten Individual Standings

	Number Games	High Game	Total Pins	Average
Rolff	24	243	4,273	178
Adams	24	213	4,103	171
Brassa	27	212	4,614	171
Pretcher	27	210	4,505	167
Kane	6	219	984	164
G. Johnson	24	212	3,904	163
Ritthaller	18	203	2,911	162
Rubbert	24	196	3,863	161
Piske	18	188	2,892	161
Herzog	24	207	3,773	157

"The struggle for first place is now being fought between the machine shop and the car-

penter shop," writes our correspondent, Andy Gump.

"Credit is due the carpenter shop players. They applied for admission at the beginning of the series, but there was room for only eight departments, and they were refused. However, after the first game was played, the store department withdrew, and the carpenter shop was admitted with the understanding that the three games lost by the store department were to be placed against the carpenter shop's record. This arrangement was accepted, and the carpenter shop bowlers are not letting a little matter of three games stand in their way toward reaching first place."

Those who did not take advantage of the opportunity to witness the return bowling match between the 63d and 12th Street bowling teams Saturday night, January 14, at the Woodlawn Bowling Alleys, Chicago, may never again have the opportunity to witness such an exciting match as was won by 63d Street by the small margin of seven pins on a 3-game total. Two 5-man teams of the greatest bowling stars in the country could not produce any greater thrills than the fans experienced in the third game of this match, when it was up to the last man on each team to decide the winner.

The boys from 12th Street could not get started and appeared to be suffering from stage fright in the first game, which was won by 63d Street by the large total of 129 pins. Notwithstanding these huge odds against them right at the start, consistent bowling managed to reduce the lead of their opponents to 18 pins. In the third game, the match was not decided until the last man on each team had finished bowling.

Scores follow:

12TH STREET

	(1)	(2)	(3)	Total
M. Block	137	204	169	510
C. Knodell	155	186	171	512
C. Riley	167	177	162	506
P. Enright	192	240	255	687
L. Bernbach	158	177	185	520
Totals	809	984	942	2735

63D STREET

	(1)	(2)	(3)	Total
L. Tersip	172	166	163	501
L. Heimsath	196	161	195	552
T. Hengels	167	145	189	501
L. Calloway	223	201	167	591
F. Pierce	180	200	217	597
Totals	938	873	931	2742

Southern "Turkey Day" in Mid-December

Turkey Day—not Thanksgiving, but Friday, December 17, 1921—was a notable day in the annals of Starkville and Oktibbeha County, Mississippi, in that it clearly demonstrated the value of co-operative effort intelligently and systematically planned; it also offered suggestions along the line of diversification of farm products, which may go a long way toward solving the agricultural problems that confront the Southern farmer.

Turkey Day had been extensively advertised by C. P. Barret, county agent, and the Stark-

ville Chamber of Commerce. A price of 34 cents a pound had been guaranteed the producer, the cash to be paid immediately on delivery of the fowls at the car for shipment. The price was considerably above the local market, and the mode of settlement, especially in view of the approach of the holidays and the insistent need for ready funds to satisfy Christmas wants, was an additional incentive to the poultryman to take advantage of this opportunity.

Accordingly, the early morning risers of Starkville witnessed the vanguard of the turkey-army trooping in on the splendid rock highways leading into Oktibbeha's capital city, and the late breakfasters, gazing out on the steady procession of varied conveyances, from the antiquated surrey and creaky wagon to the modern high-powered automobile, wondered what circus had come this way.

The picture gives a correct view of the scene of activity at the platform where the cars were loaded, but it must be remembered that the camera could not encompass the streets in the vicinity of the station, which were blocked by turkey-laden trucks and wagons.

Two cars, containing more than 25,000 pounds of turkeys, were weighed, loaded and settled for before the closing hour of the banks, 3 o'clock, and payments totaling $10,000 were put into the hands of the farmers of Oktibbeha County. The overflow—the two cars could not accommodate the entire offering—was shipped by express the next day.

The Bronze variety predominated. One of the pure-bred male birds was selected from Saturday's receipts and placed on the scales to be weighed. It had been ascertained that he came into this world in May, 1921—a splendid type of turkey-hood he was, with blood-red wattles, jet-black silken beard and a coat of such sheen that it rivaled a debutante's party gown, stately of tread and with head erect, viewing the proceedings with interest. The weigher announced that the beam balanced on the number 23, and that it would be the same number for the bird the minute an epicure in a distant city spied this candidate for honors of a sumptuous Christmas dinner.

Oktibbeha County, known far and wide as "The Jersey County of the South," is well on its way to another title—"The Turkey County of the South."

PRACTICES ECONOMY

William Peterson

Here we have a picture of Engineer William Peterson, one of the older heads on the Memphis Terminal. Mr. Peterson knows and practices economy. He has recently been doing a great deal of work train service, and he has always taken great interest in picking up valuable material and bringing it to the shop, according to E. Bodamer, terminal superintendent.

Mr. Peterson began work as locomotive engineer in 1879 on the Mississippi & Tennessee Railroad, which was later taken over by the Illinois Central. He has been an engineer on the Memphis Terminal since August 10, 1890, and is the oldest man on the seniority list of Memphis Terminal. He is the father of seven children, five girls and two boys, and resides at 399 LaClede avenue. He has complimentary letters from each superintendent he has worked under.

Giving Dining Service on Special Trains

How Our Organization Functions to Make Every Such Trip a Thing Long to Be Remembered

By T. S. ROBINSON,
Chief Clerk, Dining Service Department

THE dining service department co-operates with other departments to insure the transportation of passengers on special trains with safety, speed, comfort and dining-car service unsurpassed. Special trains, whether operated with a view to speed or exclusiveness, are luxuries indulged in by the up-to-date captains of industry, on pleasure bent or on business emergencies; by organizations that desire to travel to conventions *en famille*, thus furnishing domestic and social attractions in addition to speed and comfort; and by government officials and forces on various occasions.

When the dining service department receives a transportation notice from the general passenger agent, saying: "Please arrange following movement"—detailing explicitly the name of the party, number of passengers, kind of equipment, date and train schedule, number of dining cars required, number of meals and kind of service desired, *a la carte* or *table d'hote*—then things begin to move in an energetic manner about the commissary department and continue until preparations are complete, which means up to the time the train departs from the station.

After receipting the duplicate transportation notice (which is done to insure delivery), the dining service department begins to set the wheels in motion, preparatory for the movement, commensurate with the data outlined in the notice.

Menu Cards as Souvenirs

Sufficient time is given the dining service department in advance of the movement to enable it to make out and prepare the printing of the menus, select a competent crew of cooks, waiters and steward, order supplies and stock the car with provisions and equipment for the trip. After the menus are decided on, they are forwarded to the printers, where a proof of the menu card is struck off and returned for approval. The menu cards are appropriately designed as to name, tour and date of the trip and location of the convention, a sufficient number being printed to afford a complimentary menu card to each passenger as a souvenir, should it be desired. Copies of the menu card are furnished the steward in advance of the trip, giving him sufficient time to make out a requisition for all the supplies necessary to fill the requirements of each menu for as many passengers as are scheduled on the train.

The steward assigned to duty on a special train is usually an experienced one, having had a considerable service, one who is familiar with every detail of the steward's profession,

A Good Citizen

Chauncey M. Depew, chairman of the board of directors and one of the oldest charter members of the New York Central Veterans' Association, recently addressed a letter to his fellow veterans in which he made some striking comments on loyalty and service. He wrote in part:

"On the first day of January, 1922, I completed fifty-six years of service in the company. That I am in about as good shape in this January, 1922, as I was in January, 1866, is a tribute to the health and happiness and longevity which comes from service in the New York Central.

"Every organization is divided into boosters and knockers. A knocker is one who is dissatisfied with everybody above him, everybody around him and especially with the organization with which he is working. A railway man should leave criticisms and complaints against his job to the commuter, the shipper, the politician and the fellow who cannot get on the pay-roll. The booster is always healthy, always happy and always cheerful. He helps others and in that way helps himself. He has pride in his organization, pride in his train, pride in his locomotive, pride in what he believes can be done by his company better than by any other in the world. A knocker is a poor citizen; a booster is a good one."

one who can read a menu and tell at a glance how many portions and pounds of any article listed on it are required to make the trip for a given number of passengers. This estimate is given off-hand to cover the requirements of any menu, *table d'hote* or *a la carte*. The latter is a 65 per cent reduction from the former.

A la carte menus are full-sized portions, with fewer courses, and each article served is personally selected by the guest from a large *a la carte* menu, each item having a separate price. *Table d'hote* menus range from five to ten courses, and each portion is minimized accordingly. *Table d'hote* meals have a fixed price, and all guests are served from the special selection which is already prepared and ready for service when they enter the dining car.

How Much Is a Portion?

One frequently notes two prices opposite articles on *a la carte* bills in restaurants and cafes, showing the values of half and full portions. This proves the discretion of the management in catering to the appetites of the various patrons by affording a greater variety with less expense.

The following list of portions, which are standard on dining cars, will give an idea as to size and amount served passengers with *a la carte* meals:

Olives or radishes, 6 or 8 per portion.
Clams or oysters, 6 or 7 per portion.
Fresh fish, 1 (gross) pound.
Stews and entrees, 8 ounces each.
Roast veal or lamb, 8 ounces each.
Roast chicken, duck, goose, 1 pound gross.
Roast beef, 1 pound gross.
Chops, 1 rib each, (optional with passenger).
Small steak, 8 ounces, trimmed.
Small sirloin, 12 ounces trimmed.
Extra sirloin, 16 ounces trimmed.
Bacon, 6 strips.
Ham, 1 horse-shoe cut.
Vegetables, usually 1 large baker full.
Tomato salad, 1 large one sliced.
Head lettuce, 1 head to the order.
Bread, 3 slices.
Rolls, 3 to the order.
Pies, ¼ to the order.
Preserves are served in individual portions.
Cereals are served from individual portions.
Butter is cut into 32 chips per pound.

Each steward is supplied with a portion, price and service list (prepared in the superintendent's office) and is not allowed to deviate therefrom.

Food Is Always Fresh

After the steward has made out his requisition for supplies, he turns it over to the commissary storekeeper, who orders all supplies accordingly. Supplies are purchased on the open market and are of the best quality obtainable. Morning orders are delivered the same day purchased, thus guaranteeing to dining-car patrons fresh wholesome oysters, fish, meats, fruits, vegetables and dairy products daily.

Crews report for duty three hours before the trains depart, thus giving ample time for checking off supplies, transferring them by wagon to coach yards for storing on dining cars and preparing for the meals. Consequently, when the train is switched into the station ready for the embarkation of passengers, every article is in its place, window screens are adjusted, the meal is ready, and all cooks and waiters are at their proper stations, ready to serve the Illinois Central's guests promptly and courteously.

In addition to the gastronomical features, the diner is stocked with a generous amount of non-alcoholic beverages, mineral and charged waters and imported and domestic cigars and cigarettes, which travelers enjoy while "killing time on the road." Assortments of playing cards, kept in stock, are always in demand by the traveling public.

INKID SAYS—

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What Patrons Say of Our Service

To California via New Orleans

The following letter to J. V. Lanigan, general passenger agent, is from Mrs. C. S. Biernatzki of 250 North Lake street, Aurora, Ill.:

"My husband and I take this rather inadequate means of indicating our very deep appreciation of the manner in which you have arranged transportation for us to California by way of New Orleans. This is the sort of service which does a great deal to remove the more or less popular prejudice against the impersonal manner in which great railroads sometimes handle their patrons.

"Our comment here in the family has already induced one member to say that his next trip to the coast would be via New Orleans, and perhaps other friends will appreciate knowing that this route is not alone interesting, but takes very little more time than the more direct routes.

"Permit us again to acknowledge our thanks for your considerate service."

Service Pleased This Patron

Alonzo C. Tenney, M. D., 25 East Washington street, Chicago, recently wrote as follows to President C. H. Markham:

"On a recent trip to Champaign I was so pleased with the dining car service that I inquired the name of the gentleman who was in charge of the dining car.

"It gives me pleasure to advise you that Mr. R. R. Mather, on Train No. 3, D. C. 3990, has established with one patron, at least, a reputation for efficiency and courteous service that surpasses any service encountered on any other line, any place in the United States."

A Change in Thirty Years

The following letter to President C. H. Markham is from W. E. Schofield of W. E. Schofield & Company, hotel brokers, Suite 614, Tacoma Building, Madison and La Salle streets, Chicago:

"Thirty years ago I made my first trip to New Orleans.

"Yesterday I made my last trip from New Orleans and could not help but note the wonderful progress in your road during that time. Instead of wrecks being strewn along the line south of Cairo, trains invariably late and indifferent employes, we now find a finely ballasted road, trains nearly always on time, uniform courtesy from employes and a railroad second to none in America.

"Such transcendent management is surely to be complimented."

Helped Look for Lost Case

The following letter to A. M. Umshler, Chicago Terminal superintendent, is from Donald L. Evans, attorney, 1516 East 65th place, Chicago:

"While using the suburban service of the Illinois Central Railroad, I lost a brief case containing valuable papers.

"I called your Mr. Outerbridge, in charge of your suburban lost and found department, and in his effort to help me he put me in touch with Mr. Roth, who, I understand, is a brakeman or flagman, to help me locate the case.

"Mr. Roth was exceptionally courteous in the matter, and Mr. Outerbridge went out of his way trying to help me in locating the brief case.

"I want you to know that I appreciate very much the courtesies extended me by these two employes and also that they left nothing undone to assist me. Without a doubt they have the interest of the public in mind, and I consider them exceptional men in handling the public."

A Bit of Christmas Cheer

The following letter was addressed to President C. H. Markham in December by E. S. Hoche, vice-president, the Automatic Recording Safe Company, 159 North State street, Chicago:

"I am a patron of your suburban service—live at the South Shore Country Club. One day last summer I left my spectacles in the car that had brought me to Randolph street—dropped to the bench or floor when I thought they had gone into my vest pocket, I assume—and I did not discover

my loss until I had reached my office. Upon returning to the Randolph street station that evening, I looked up your 'Lost and Found' department, and was agreeably surprised to find that the spectacles had been found and turned in by a flagman, E. Mattocks. I had the attendant write the flagman's name down on a slip of paper for me, with the intention of sending a reward to that honest and dutiful worker, feeling that I was morally bound to encourage him, by proving to him that honesty is really the best policy. While the glasses were of no particular value, as such, to anyone but myself, he could have realized several dollars out of the gold of the frames, making sure of this cash, instead of turning his find in to headquarters and depending on the fairness of the owner to reward him.

"I put the slip of paper with the flagman's name in my pocket, and brought it to my office the next day, with the purpose of drawing a check and writing a note of thanks to Mattocks; but other matters pressed in upon me, with the result that the memo bearing his name was placed in my personal file for later attention. By mistake of a file clerk, it reached the wrong file, coming to the surface again just the other day—a guilty reminder of a duty unfulfilled.

"Because of this long delay, I am taking the liberty of sending the little check of recognition that I had originally intended for your good flagman to him through you, thus drawing your attention to his act. In doing this I am actuated partly by the conviction that a workman who will return a lost article found by him shows by such action that he has not been poisoned by the vicious propaganda that has been spread by the socially and morally degenerate union labor agents who have so long been doing their best to make workmen despise their work, short serve their employers, and hate their fellow men who may happen to be a little better off than they are.

"Commending you for the fine intelligence and broad spirit of fairness shown by you in your dealings with your employes and the public, and hoping that the really great railroad over which you preside will continue to prosper, increasingly, under your wise direction, I am, with the compliments of the season, very truly yours."

Courtesy, Politeness, Good Nature

The following letter to President C. H. Markham was recently written by Leon H. Prentice, president of the L. H. Prentice Company, steamfitters, 328-330 South Sherman street, Chicago. Mr. Prentice wrote from 30 Cedar street, Daytona, Fla.:

"In your Tribune ad of December 1 you ask for criticisms and suggestions for your road. I have neither, but I received such uniform courtesy, politeness and good nature the last trip I made here, I want to tell you about it.

"Beginning at the ticket office in the Insurance Exchange, the agents were exceedingly polite and accommodating when I bought my tickets and when I was obliged to change them for a later date. The baggageman at the station was not only polite and pleasant but actually jolly and good natured—something I have never before experienced in my dealings with railway employes during fifty years. The gateman, the conductors and dining car manager were all nice and good natured, and I thank them all for a pleasant trip, which I hope I may repeat for many years to come, although I am 74 years old."

Leaving a Pleasant Taste

The following letter is from E. O. Hanson, president, the Derma-Viva Company, 608 South Dearborn street, Chicago:

"Every time the writer has felt that he has not been properly treated by an employe of your railroad he has called your attention to the matter, and I feel that, in case I call your attention to lack of service, then I should also call your attention to any kindness or courtesy extended by an employe of your road.

"I have a very bad habit of being caught without any money. Saturday, when I went to your Van Buren street station and reached in my pocket for my ticket, I found that I had used it up, and upon further searching I found that all I had with me was 90 cents. I dislike very much to pay 24 cents for a ticket one way to 60th street, when I can buy a 10-ride ticket for $1.10. I went up to the ticket agent, told her the circumstances and asked her if she would be willing to take my check. In the kindest manner possible she said surely she would take my check. I then told her I had

90 cents and that I would give her the 90 cents and a check for 20 cents. She said that it was unnecessary that I give her a check, that I could pay her the 20 cents later.

"I went out on the platform and thought the matter over. I really believed you would be glad to hear of this girl; so I went back to the ticket puncher and asked him her name. He told me her name was Mrs. Gilleta. I told him what she had done, and he very courteously said to me: 'If this is a fact and you are going to write to the Illinois Central in regard to it, we would be glad if you did, because we really do try to be courteous and thoughtful. As some people complain of us, sometimes, we would like very much to have those commend us who feel they should.'

"I therefore am writing you this letter, which I think I should do, because these two people certainly were splendid to me Saturday, and such actions leave such a pleasant taste with the customer."

Appreciated the Interest Shown

The following letter to G. A. Lavery, ticket agent, Decatur, Ill., was written by Francis J. Cunniff, Niantic, Ill.:

"I have your letter of December 9 in reply to my request for information regarding my trip to Carrier Mills, Ill., and since the information is very satisfactory I cannot say that your letter ended our relation, for I wish to thank you for the consideration and interest shown.

"It is far from my intention to indulge in flattery to you. As you know, there is a wide difference between flattery and praise, and, while I do not wish to employ the former, I do sincerely give you the latter in unstinted measure.

"I am under the impression that it was your duty; yet there's a difference in performing duty—at least, it has been my experience. You have no doubt been giving this same consideration to both the Illinois Central and the public that you have given me. While perhaps there have been few who appreciated it, I desire for you to know that I greatly appreciated the information and interest shown."

Best in All Ways

The following letter to Vice-President C. M. Kittle is from E. C. Finkbine, Bleming Building, Des Moines, Iowa:

"I returned this morning from a very pleasant trip in Mississippi. I wish to congratulate you upon your Panama Limited train. It is, I think, the best train I ever rode on, all things considered. Your service is excellent, your equipment is good, and it goes over a perfect track. No one could have had a better ride than we enjoyed."

Pleased With Fruit Service

The following letter to President C. H. Markham is from M. Lapidus & Sons, dealers in fruits and produce, 81-83 West South Water street, Chicago:

"The Secretary of the International Apple Shippers' Association has advised us that the Illinois Central Railroad has already built one thousand new refrigerator cars, and has just placed an order for one thousand more, delivery to commence February 1 and to be completed by October 10, 1922.

"The action that your railroad has taken to secure suitable equipment for the movement of perishable fruit and vegetables is certainly very commendable.

"We feel that, if the other carriers serving our industry would show an equal interest therein, the fruit and vegetable industry would have no cause for complaint.

"We have always been quite satisfied with the service that the Illinois Central has given us, and, although we are not large factors in this business, we always try, at all times, to favor them with as much business as possible."

His Smoothest Ride

The following appreciation is from Alderman Sheldon W. Govier of the Ninth Ward, Chicago, to President C. H. Markham:

"I have recently returned from a tour throughout this country and Canada, and it was my good fortune to return home on the Panama Limited from New Orleans to Chicago. As I have just completed a journey of ten thousand miles I was so pleased with the fine, smooth ride, after being jostled and bumped about on various other passenger trains, that I could not help but sit down and dictate this letter to the president of the Illinois Central Railroad to show how I appreciated the smoothest ride that I have ever had on a railroad train, and assure you that,

whenever I have occasion to travel in the direction that the Illinois Central runs, I will take that line in preference to all others."

Good Football Service

The following letter was addressed to President C. H. Markham by W. M. Barrow, assistant attorney-general of Louisiana:

"As an observer of excellent service, I wish to express my highest appreciation of the magnificent train and service which was furnished by your company last Saturday to carry the people of Baton Rouge and the L. S. U. students to the L. S. U.-Tulane football game, which was played in New Orleans on November 19, 1921.

"This train was all that could be demanded of any carrier, and was operated in a manner to elicit the highest praise of all of the passengers. I feel that the management of your company should know that efficient service is praised, although, perhaps, you usually hear only the knocks.

"I know, in writing this letter, I am expressing the views of hundreds who used this service last Saturday."

Gives Outline of Lousiana Dairy Traffic

By S. M. CARPENTER,
Agent, Arcola, La.

There are approximately two hundred and forty dairies on the McComb district of the Louisiana division. Their total production will average five hundred cans of milk shipped daily into New Orleans. These shipments will total five thousand gallons of whole milk every twenty-four hours.

Most of these dairies are small ones operated by farmers and their families. They will average thirty-five cows to the dairy, which will allow twenty or twenty-five cows to the barn milking, while the balance are dry. Of course this is a general average, as there are some large dairies in this territory, but the majority will average from fifteen to thirty gallons of milk a day.

Cows are milked twice a day in clean, sanitary barns which have passed the state inspection. The milk is then run through a milk cooler to remove the animal heat from the milk. It is then placed in shipping cans for transportation to market.

There are three sizes of shipping cans: five, eight and ten gallons. They are thoroughly scalded before receiving the milk. The milk is then hauled to the nearest railway station for shipment to New Orleans.

All charges must be prepaid before forwarding. We use for this purpose a prepaid milk ticket of three parts. The first stub is pulled by the forwarding agent. By this he balances his billing. The second stub is pulled by the baggage agent at New Orleans. The third stub of the ticket is left on the can and is the stub that returns the empty can to the shipping station free of charge.

Each milk can also has attached to it a shipping tag showing the shipper's name and address, consignee's name and address, date of shipment and train number. The covers on the cans are fitted with paper gaskets, which make the cans water-tight. The lids are sealed with a wire and lead seal. Cans which are prepared in this way are air-tight, and it is almost impossible for the contents to waste out.

The Louisiana dairyman has the advantage of the Mississippi dairyman, owing to the fact that he has the benefit of the state rate of 2½ cents per gallon for eighty miles or less, and 3 cents per gallon for more than eighty miles. This includes the return of the empty cans to the shipper.

While there are several creameries on this district, the bulk of this traffic is shipped into New Orleans. I would estimate that fully 95 per cent is shipped as whole milk to New Orleans. The remaining 5 per cent goes to the creameries on the district.

The milk traffic differs from the vegetable and fruit traffic, inasmuch as the milk traffic is every day in the year, while the vegetable and fruit traffic lasts for only ninety or a hundred days. Although the revenue derived from milk is not so large as from other traffic, it is large enough, taking into consideration the revenue derived indirectly from this traffic, such as feeds and other commodities used by the dairies. It behooves us to encourage this traffic and to see that it receives the attention it deserves.

The Fine Art of Artifice

By HORACE

Short Story — Complete in This Issue

I

BARNEY DUPUY first saw Beatrice Farnham as she bowled aristocratically past him in an opulent town car while he stood gaping from a safety-islet. He had a vague impression that there was somebody with her—a person feminine and middle-aged—but he hadn't particularly noticed this party of the second part owing to the fact that his two eyes were rather busy just then with their task of drinking in the wondrous contours and color-tones which made up a composite image of The Girl. If he had possessed a hundred or thousand eyes like a spider, he—but his eyes were only two.

A clearer, more comprehensive inspection of *both* occupants of the car might have caused subsequent events to take a different turn. Upon that pivotal point this story precariously teeters. Just a hasty paragraph or so of unexciting preliminary, and then comes the action, plot, dialogue, and emotional stuff.

Barney Dupuy's college chum, Sam Willard, was a spoiled son of wealthy parents, The Willards, rich and retired, owned a summer home called Sandhurst-on-the-Lake. And just beyond a box hedge or so lived the Mannerings, likewise idly rich. Almost by accident, as it were, Barney learned of a Certain Person's presence for a month's stay at the Mannerings'. It was within a stone's throw of a spot where his own welcome was assured. It was easy for him to become a guest of Sam Willard, requiring only the most amateur diplomatic maneuvering. He maneuvered it. He met Bee Farnham. They saw each other early, late and often. They became engaged to wed. Excellent.

But calm's the word! Many's the slip that results from a hop and a skip.

Our luck Barney, of course, must needs pull the inevitable blunder. In Sam's roadster, at dulcet eventide, dallying in a poetic, sylvan lane in the twilight—dim twilight, mind you; don't neglect either the twilight or its decided dimness—Barney allowed himself to be seen by a Certain Person while he was in the company of a divinity beside him—a dainty figure in sky-blue, with plumed hat to match, whose presence, to all outward appearance, was not at all hateful or fatiguing to him. At least, that was the impression Beatrice Farnham received when she saw them.

Right-O! Here we are all set for dialogue and emotional stuff.

II

"You will understand, if you please, that airy badinage and presumably flippant evasions are ill-timed and very unconvincing, just at this time. I am giving you an opportunity, Mr. Dupuy, to explain a certain incident. An explanation is quite necessary—from my point of view. I only hope you will be able to explain—"

These crisp, not to say curt, words came

"I am giving you an opportunity, Mr. Dupuy, to explain a certain incident. An explanation is quite necessary—from my point of view. I only hope you will be able to explain—"

very clearly and incisively over the telephone, to impinge upon the tympanum of Barney Dupuy's burning left ear. Heavens, and Holy Gee! So Beatrice had seen him with—or, at least she'd seen him, anyhow—and he had been too much ocupied even to notice the woman who was avowedly his heart's adored. Confound it, she *was* his heart's adored. But—

His heart skipped a couple of beats and tried to climb out of its stuffy prison by way of his parched and constricted throat. His mental mechanism seemed to have run out of juice, back-fired once or twice, and gone dead.

"I am waiting," her voice came, measured and pitiless. "But I must inform you that I shan't continue to sit here waiting for hours until you have concocted—"

Concocted! A harsh word. He steadied his voice with a supreme effort.

"Hallo! Oh, hallo—is that you, Bee, dear? I thought Central had cut—what was it you asked me, little one? Who was that in Sam's car with me, yesterday evening? Why, Bee, I—well, if you really are crazy to know, I—of course I shall be glad to tell you the horrid truth. Dearie, it was—it was my own mother."

There was a momentary pause—a hushed instant of silence. Barney waited—hopeful, but at the same time anxious. A still, small voice came to his ear—and he smiled.

"Oh, Barney, I—I'm sorry. I didn't know your mother was—I'm honestly grieved to think I—please forgive me, dear. You should have told me right at first—"

"Don't let it cloud your beloved brow for a second," he returned graciously, master of both voice and vocabulary once more. "You're wholly justified in your—er—you've a perfect right to ask me anything, any time—surely! Aren't you my own ootsums-toot—"

"Hu—sh-h!" she admonished him. "You forgot that you're speaking over the phone. Central probably is listening, silly. Can't you run across lawns and see me, just for a few minutes, Barney boy? Do, please. Give me five minutes to pin up my hair—"

"Sure. Be right over in five minutes."

"No, twenty, say. Good-by."

The young man wiped the dew from his flushed face. He had twenty minutes' respite in which to strengthen, rivet and polish his story. To a man of imagination and assurance so short an interval may be made to serve; and he flattered himself that in some degree he possessed both creative genius and aplomb.

Smiling and bland of mien therefore, he entered her presence presently. Attired in dainty, beribboned, informal near-negligee, she seemed never more alluring, he thought, and her penitent, dark eyes met his ardent gray ones with a shy glance of humility and apology. For a look like that a man would be justified in adding burglary and larceny to the crime of willful perjury.

"It's so fine and manly and generous of you not to be angry with poor me," she murmured. "One couldn't blame you, you know, if you should demand an apology on my bended knees for all the dreadful things I said a little while ago. I—I'm—"

Then ensued soft rustling sounds, mingled with certain sibilant and hurriedly aspirated, audible, atmospheric disturbances of a mildly explosive character, succeeded by an unmistakable giggle. Then, tenderly:

"How could anyone be angry with the most booful woman in the world?"—and more of the same, *ad absurdum*. Two—three minutes of it.

"By the way, dear, I have already planned to make amends. You know, without my saying so, that I am very anxious to meet your darling mother; and she, too, no doubt will be expected to display some little curiosity to see me, under the existing circum—"

"Of course, Honey Bee," he assented fondly. "Mother's crazy wild to meet you. She commanded me particularly to tell you—"

"How charming of her! I know I shall just love her to death. But listen. I have already arranged the preliminaries for a little affair for her. I've invited a few of my dearest friends to a little luncheon in the Japanese tearoom of the Country Club at noon today, and you're to bring your mother, who will be the guest of honor."

The young man's mouth worked soundlessly, and his eyes rolled in his head.

"Why—why—," he managed to mutter helplessly. "Why, she—"

"You know you'll not be expected to attend—only to bring the guest of honor and surrender her to me. Gracious!"—consult-

ing a tiny bracelet watch—"It's 9 o'clock now, and I've a lot of things to do. Run along, please, and attend to your part like a dutiful son and sweetheart; there's a good boy. No, don't argue! There!—one, two, three—and no more, sir. Shoo!"

In a species of daze the helpless victim found himself thrust gently but summarily out of the house, or rather out of the hot griddle into the inclined chute leading directly to the fire.

It was a chastened and subdued, but at the same time glassy-eyed and incoherent, apparition of his friend and guest that burst in upon Sam Willard, to find that soulful sluggard poring over an array of old letters which he surreptitiously but unsuccessfully tried to conceal from view.

"Hullo," he growled. "What ho? Had a stroke or something?"

"Sam! Good old Sam! Man, I'm in a soup-kettle full of boiling fish, and not a sail in sight. I'm torpedoed without warning, scuttled, harpooned, gaffed in the gills. Tell me what to do quick, Sam, old man, before I run yelping and take a high dive off the nearest boat-pier!"

"Um," said Sam reflectively. "Keep calm and grab a chicken coop. Now tell your Uncle James where the shell hit you and what all, while Congress is convening."

"It was fate, I reckon," gloomed the other. "Listen, and I will tell you all.

"Last night about dusk, when I was coming along the road over here toward the west a ways in your roadster, I saw a girl. She was a stunning, pretty girl: sky-blue clothes of this clingy stuff, classy from hat to boots, you know. She bobbed up rather suddenly and acted as if she was about to hail me when she saw the car. I slowed down, of course. She smiled and said, 'Good evening,' as I stopped. I yanked off your cap and goggles I was wearing and returned her salutation in my niftiest manner. She clouded up instantly and stepped back.

"'Oh,' she says, 'I beg your pardon. I—I thought you were someone I knew. I'm very sorry. Please forgive me.'

"I didn't get it that she was stalling at all; you could see she really was embarrassed.

"'The misfortune is mine,' I said. 'Consider yourself forgiven ninety-nine times and don't mention it.' She smiled another pretty smile for me. Well, we passed a few more words between us, and, learning that she was going my way, I finally prevailed upon her to accept the small favor of the vacant seat at my right. She did so. She wouldn't tell me her name or who she took me for, but she got out at that big buff-brick house down by the bay where the stone dogs are on the gatepost. She went in there—"

"Wha-at!" The apathy of Sam Willard was suddenly replaced by violent excitement. "What did she say? Did she mention my name? What were her exact words? Go on, you big mumbling slowpoke!"

"I don't remember what she said. 'Twasn't anything in particular. The thing that's worrying me is that Beatrice Farnham saw us together, and she isn't one to mince matters in a case of that kind. She called me on the carpet this morning right away and gave me a bad ten minutes. Caught me unprepared, confound it, and I made a boob play. On the spur of the moment I told her it was my mother who was with me, and she—"

"Are you sure she didn't send me any message? Not a word? Think hard—"

"Who? Beatrice? No, she didn't—"

"No, no, not Beatrice, you dumbhead! Carol—Carol Hillis, I'm talking about. It was she you picked up. She and I quarreled, and she said—no matter what she said. From the way you say she acted, she's relented and wants to see me. I got to go see her. You'll excuse me now, old scout. Make yourself comfor—"

"But I tell you Beatrice has arranged to give a luncheon at the club today noon in my mother's honor—!" His voice rose to a shout. "And my mother isn't here. She hasn't been here! What am I to do?"

But Sam, the erstwhile sluggard, had wriggled half into his coat, snatched a cap of some kind, and was at the door.

"Don't ask me what to do," he called over his shoulder. "I'm in a blooming big hurry. I'll take the roadster. Dad's gone off somewhere in the big car, so if you wanta go out for anything, you can use the mater's electric. She won't mind—"

With which thoughful farewell he went clattering down the stairs.

III

When a man is about to sink in a sea of difficulties the instinct of self-preservation spurs him to keep on struggling, no matter

how futile his initial efforts may seem. Neither does he scorn the sorry refuge of a raft to stay him up because there chances to be no swift motor-launch handy.

So Barney Dupuy went out in Mrs. Willard's electric coupe.

He had desperately contrived, in the short space of time yet available to him, a fantastic plan of action. He purposed to drive to a boat-wharf he knew of, and from there telephone Beatrice that his mother had embarked for New Haven or Providence or some other seaport in obedience to a telegram calling her to the bedside of a dying relative. A sister, for example, or perhaps a favorite cousin would do as well.

Once on the way and snailing along snugly, his downcast spirits began to mount again. There are more ways of eradicating a cat than feeding it redhot fishhooks smothered in mushrooms, he told himself. And if his luck held, all would be propitious.

The boat landing was eight or ten miles distant. It was not an important traffic point. The regular boats stopped there only to put off an occasional passenger or to take on one, at a prearranged signal. A man kept a lonely vigil in a sort of wooden pavilion which was subdivided into waiting room, ticket office, and a stall where cigars, popcorn, chromatic postcards and the like were offered for sale. There was also a drop-coin-here telephone in a booth.

Our painstaking fabricator of plausible artifices rolled silently up to within the sheltered lee of the small building, stopped, descended, and approached the somnolent official in charge. Yes, there was a telephone there in its booth, but it wasn't working; it had been out of order for a couple-a days. No, there wasn't another 'phone nearer than two or three miles. Did the gentleman wish to take the next boat? It would be along about 4 p. m.

With a frown of annoyance, Barney turned to leave by way of the small waiting room. It was then that he observed a trim, female figure standing by a window which commanded a view seaward. She was attired in a dress of some soft material, sky-blue in color, with hat to match. Her back was toward him, but the young man was struck with something oddly familiar in her appearance and pose. He paused irresolute. At the same time the lady faced about and caught him staring. A little confused, he saw that she was a stranger to him, and a much older woman than he had thought her. If she was not entirely past middle age, at any rate she was no longer young. She regarded him calmly, with a questioning look.

"I—I beg your pardon," he stammered, "I—I thought you were someone I knew."

"The offense, if any, is not apparent," she said in friendly, well-modulated, musical tones. "You are absolved, young sir. You came to meet someone, perhaps?"

"No," he returned, "I came to—to use the telephone."

"Ah, then as a fellow-victim of the telephone service, or rather absence of service, here, I can but hold you blameless for anything you should do or say. Do you swear fluently under sufficient provocation, young man?"

He laughed. "My capabilities in that respect do not rise above mean levels," he confessed.

"A great deal depends upon the emphasis, after all. The commoner forms of expletive may be made very expressive if launched with proper fervor. I am sure that if you were to step outside and direct a few well-chosen remarks toward the system of communication they favor their patrons with in this vicinity both of us would feel greatly relieved."

Pretending to do what she suggested, he stamped out on the wooden platform, to

He was in urgent need of a maternal relative to save both his own face and the fairer face of Beatrice. "Listen!" he said in a tense voice, "I am in terrible trouble, and I need you—"

rage and bluster in pantomime up and down for several seconds. She watched him with manifest approval from the open doorway.

"There, I feel ever so much more comfortable," she said when he re-entered. "These soulless corporations deserve to be sharply rebuked occasionally. Thanks to your timely help I shall make out nicely until the boat comes at 4, or 8, or midnight, or whenever it does come in reality."

"Oh, you are waiting for the next boat—," he said foolishly.

"Yes, I shall depart as I arrived, unheralded, unwept, unhonored, and unsung. Also unnourished. The man here informs me that popcorn and peanuts comprise the extent of his resources of an edible nature. He hasn't even an orange."

"If I can be of any assistance—," volunteered Barney. "I could take you—that is, you could come with me to—please don't think me inquisitive, but how does it happen you are marooned here?"

"I wondered how long you would suffer in silence before asking," she smiled. "And I'm sure I don't mind telling you. I am on my way to Bridgeport. I happened to recall that a friend of mine lives somewhere in this vicinity. She often has urged me to pay her a visit; so I had them to put me down at this place, being the victim of an hallucination to the effect that I would find it easy to communicate with my friend and have her send for me. Her name, by the way, is Mrs. James Grassfield."

"Ah," said Barney, "I know the Grassfields very well by sight. They live a considerable distance from here along the coast. You shouldn't have got off here. If you had gone on to Saltmarsh, twenty miles farther on, you would have been within a short distance of the Grassfields' summer cottage."

"Isn't that too annoying? So near and yet so far. It is all my own fault, though. I should have looked before I leaped. I am old enough to have learned discretion."

"If I only had Sam's car now," the other reflected, "instead of this slow tortoise of an electric coupe, I could whisk you to—I beg your pardon. I'm Barney Dupuy, you know. I'm visiting at the Willardses, near here—"

He paused, uncertain just what to expect, in view of the expression on her face.

"You don't think I'm presuming on short acquaintance, do you?" he asked.

"Nonsense," she laughed, her brow clearing. "I am old enough to be your mother, Barney Dupuy. I was thinking of something entirely different—"

A part of her words stuck in his mind. "Old enough to be his mother!" Suddenly a daring thought set the slowly revolving wheels of his mental mechanism to whirring like a racing motor. His mother! Did he not need a mother just at that moment? He did. He was in urgent need of a maternal relative to save both his own face and the fairer face of Beatrice, whose forgiveness he might never hope to obtain if she were left honor-guestless at her luncheon without a very good and sufficient excuse.

"Listen!" he said in a tense voice. "I am in terrible trouble, and I need you—"

With that voluble absence of reserve that bespeaks the childlike mind, he recited in detail the story of his woeful plight. Eloquence descended upon his head as he progressed, and he spoke with the tongue of an angel, or a serpent, according to one's point of view in the matter. He elaborated—but we need not follow the thread in its entirety. Much of it would be a twice-told tale, anyhow.

One point was raised in passing.

"But if I were to undertake what you ask," she deliberated, "if I consent to act the part of your mother for a few hours today, would not that be deliberately deceiving your—the woman you say you love and hope to make your wife? And ultimately isn't it inevitable that she must find out the truth? You are only deferring the final reckoning, young sir."

"I've thought of that," he prevaricated with a glib tongue, "but, everything considered, I am convinced that the paramount thing is to save Beatrice from humiliation now at any cost. I accept the chances of explaining it satisfactorily to her later."

"Very well," she said quietly. "I will undertake to do it."

IV

At the proper time then, Barney the bland, smiling, debonair, unembarrassed, in Mrs. Willard's stylish electric coupe, swept grandly up the gravel driveway to the east pergola of the Country Club, where he stopped and, with an air of pride and filial

devotion, assisted his companion, a calm, kindly, distinguished-looking lady of mature years, to alight and enter the building.

Beatrice Farnham was not in sight, but in the big sun parlor a party of half a dozen ladies sat in reed lounging chairs. Among them was Sam Willard's mother.

The latter came forward at once to greet the new arrivals. To Barney, her nod was perfunctory; his charge, however, she welcomed with a graciousness that bordered on the effusive.

"How dear of you to come," she cooed. "We were expecting you. Beatrice will be here directly, and in the meantime you must meet several of our best people—"

The young man, conscious of being somewhat outpaced in the general scurry of amenities, turned toward a near-by window. He caught the familiar throb of Sam Willard's Tiger Cub motor, and obtained a glimpse of Sam Willard and Beatrice Farnham descending from the car and chatting gaily as they came up the veranda steps together.

He met the pair as they entered the room.

"We were almost late," said Beatrice. "Where is everybody? Introduce me to your mother at once, please."

Pridefully and with unruffled assurance, he led her toward the animated group.

"Mother, dear," he called, "this is Beatrice—"

The two women met in an embrace and exchanged osculatory pledges of esteem. Thereupon ensued the usual burst of concerted, conversational drum-fire.

The young men presently strolled toward the smoking room.

"As a smooth, suave, successful instance of a star liar," said Sam, when they were established on a settee, "my friend, you are it. I can't quite fathom how you put it over. Is it sheer nerve or just luck?"

"It is art, my son," laughed the other. "By the way did you see the charming Miss Hillis? Rattling pretty girl. Permit me to congratulate you—"

Mrs. Willard found them yawning in each other's faces a little while afterward.

"You boys may be excused until 3 o'clock," she told them. "Please leave my coupe where it is, if you'll be so kind. I

"Mother, dear," he called, "this is Beatrice—"

may have occasion to use it, and the roadster should serve your erratic needs."

In cinematographic science it is the practice frequently to sacrifice continuity for the sake of swiftness. Scenes are deleted in order to accelerate the action. It is good art in literary practice, too.

Some hours afterward two dejected young men sat isolated and out of humor in their stranded car, a goodly number of miles from nowhere in particular. Their untoward predicament was due to an empty fuel tank.

"Confound it! I'm supposed to be on hand at 3 to take charge of my ostensible relative," complained Barney. "Don't you understand? The lady expects to catch her boat at 4. What will she think of me? My reputation for truth and veracity will suffer if I don't keep out of this blooming car of yours."

"Oh, no, you're safe enough," retorted his friend. "True art is only goaded to higher flights by a few reverses."

Having walked miles in search of gasoline and yet more miles returning to the car when they'd found a supply, it was long after darkness had descended on Sandhurst-on-the-Sound when the stragglers reached home.

The plot thickens here for a moment's space and then feathers away to a mere shadow of a fleecy cloud flitting across the lea. A small packet and a letter had arrived by messenger for Mr. Bernard Dupuy in his absence. He opened both in the secrecy of his room. The packet contained a ring such as is worn on the third finger of a young woman's left hand. The letter was written in the familiar hand of Beatrice Farnham.

"I would hesitate to marry a man who appears to be a stranger to the most ordinary usages of truth and veracity," she wrote. "Whenever there is a choice between fact and fiction, you never are at a loss to make your selection. Prevarication with some people is a matter of expediency, but in your case it looks like a settled habit. Carol Hillis told me herself you picked her up that night in Sam's car. And as for your mother — have you forgotten that your mother is in Colorado? The papers chronicled her going. The gracious lady you so freely introduced to me as your dear mother was— quite another person, I fancy. I have been enlightened by knowing you, but the time has come to say farewell. A long farewell. 'Fare thee well, and if forever, still forever fare thee well'—"

V

Shall we conclude with a bit of gossip as a sort of fillip?

Mrs. Willard, in confidence to a friend, over afternoon teacups:

"Sam's young friend, Barney Dupuy, my dear—why, he has returned to the city, you know. He spent nearly seven weeks with us. Such an irresponsible boy. Clever after a fashion, but utterly untrustworthy in his statements. He seemed to plunge himself deeper in deceit and subterfuge every day. He was desperately in love with Bee Farnham for more than a month. Did you hear what he did when Bee took him to task for going motoring with Carol Hillis? My dear, it was simply too absurd.

"He solemnly assured Bee that he had been driving with his own mother. So she laid a plan to catch him by inviting his mother to a luncheon. And what did he do but scour the country for someone to serve in the emergency. He actually found someone, too, and brought her boldly to be introduced. It was too droll!

"For, of all the people in world, whom do you suppose he found and brought to the luncheon? Actually introduced to Beatrice as his mother, too! No other than Mrs. James L. Farnham, who, it happened, he had never met before. Bee's own mother! It was irresistible. When he found out what he'd done, what do you suppose he said? He said: 'Well, she came very nearly being my mother, didn't she? It's not my fault that she isn't—' "

A BEAUTY HINT

The efficient stenographer always answers her bell promptly. Haven't you been called while you were in the very act of putting a hectograph ribbon on the machine, and had to appear in the presence of the boss with your fingers stained a royal purple and with perhaps a violet smudge across one cheek? Avoid this embarrassing situation by keeping in your desk a pair of old silk gloves; slip them on when handling the hectograph ribbon, or even cleaning the machine, and keep your hands free from stains.—TILLIE THE TYPIST, *Chicago, Ill.*

NEWS of the DIVISIONS

AROUND CHICAGO

Suburban Passenger Service

Mrs. Laura Goodman, who fell on the platform at the South Shore station November 13, fracturing her right hip and injuring both feet, and was taken to the Illinois Central Hospital for treatment, is getting along nicely at present. Her only sister died December 27 in a hospital at Los Angeles, Cal., after an operation.

Miss Mary Corcoran, agent at 31st street, is in the Illinois Central Hospital with a nervous breakdown.

Vice-President, Accounting.

Mrs. E. Clettenberg (formerly Miss Gertrude Hoffman), once comptometer operator in Mr. Blauvelt's office, entertained several former coworkers at her home on the North Side, Chicago, January 4. The dinner, prepared by the hostess, "all by herself," was appreciated. The men washed the dishes. Games were played. Those present were Misses Heuer and Marshall, Mr. Menzel and Mr. Hoffman. The newlyweds extended their remembrances to all their friends of the office.

ILLINOIS DIVISION

Superintendent's Office

The wedding of Miss Gladys Thornton to George Seimer, which had been kept a secret by them, was announced Saturday, January 7. The ceremony took place on the afternoon of October 29, 1921, in Covington, Ind. They left on a wedding trip to Chicago, returning to Champaign, where they went to live at 310 South Randolph street. The bride is the daughter of Mrs. George Wascafer of Covington, Ind., and is a registered nurse, having been graduated from the Burnham Hospital in 1920. She has been practicing in Champaign since her graduation. Mr. Seimer is a telegraph operator in the yard office at Champaign.

Miss Iva Phipps of Champaign has accepted a position as stenographer in the superintendent's office.

G. J. Martin, train baggageman on No. 326, died December 22, 1921, while performing his duties. Mr. Martin was employed June 1, 1894, as brakeman and was promoted April 18, 1895, to train baggageman. He was injured May 23, 1905, right hand being mashed, which necessitated amputation. Mr. Martin's brother, C. H. Martin, wishes to express his sincere thanks to all employes who sent flowers and their sympathy at the time of the death and burial of his brother.

While on No. 502 out of Clinton, December 15, a passenger, J. L. Hartwell of Dixon, Ill., lost his pocket-book. The pocket-book was found by Conductor William Scott about the middle of coach 2173, was turned into the ticket agent at Clinton, Ill., and was sent to Mr. Hartwell. Below is a copy of a letter received from Mr. Hartwell, under date of December 23, 1921: "I am much pleased to acknowledge the kind service of the conductor of the train from Clinton north, on which I was a passenger December 15. My purse was left on the Chicago train a few miles west of Clinton. I mentioned the fact to the conductor going north. He informed me in less than two hours that it was found, and it was handed me by our local agent, Charles Albright, the next day; the purse contained $44.68. I was a passenger on this line forty-six years ago, and the contrast between the train courtesy and service at that time and at present is remarkable."

Illinois Division employes are sorry to hear of the death of Mrs. W. E. Ellwood, wife of Traveling Engineer W. E. Elwood. Mrs. Elwood died Friday, January 13, 1922, after a brief illness, leaving surviving her husband and one son, Earl.

Kankakee, Ill.

General Manager A. E. Clift, General Superintendent G. E. Patterson, Superintendent J. W. Hevron, General Freight Agent W. Haywood and Assistant Engineer A. L. Davis made Kankakee a visit January 14. While here they made a trip by auto to the Lehigh Stone Company's quarries and also inspected the Lehigh & Southern Railroad from Lehigh to Irwin. This line is now completed and connected up with the Bloomington district at Irwin, but is not yet in operation.

Patrick Toohey, about 65 years old, died suddenly on January 3. He was employed as crossing flagman at Station street crossing for more than ten years, having been placed in that position after serving about twenty years as section laborer at various points on the Illinois Central. On the night of January 2 he came to work as usual in apparently good health, and was found in his shanty about 5 o'clock in the morning, unconscious, by Yard Foreman John Hartman. He was taken to his home, where he died that afternoon. During Mr. Toohey's service as crossing flagman he never had an accident, was always on the job, and was well liked by everybody.

George P. Evans, accountant in the agent's office, received a telegram that his brother, Harry, died in Enid, Okla., January 16. The body was brought to Kankakee for interment.

The following letter was written to Pat Hearty, crossing flagman, by Superintendent J. W. Hevron:

"I understand that on the morning of December 28, while a team was being driven across our tracks at Jeffry street crossing, one of the horses caught his foot in the flangeway between the rail and the crossing plant. You promptly flagged No. 8 until the horse's foot could be re-

leased and prevented an accident on the crossing. I want to compliment you for your prompt action in this matter."

The January signal employes' educational meeting was held at Champaign Sunday, the 15th, with an attendance of forty-five. Oil-burning lamps were discussed. The February meeting will be directed by the committee on grounds.

ST. LOUIS DIVISION

The new mine tracks serving the Lake Creek and Royalton mines were recently put into service. The first trip was made to Royalton December 2, arriving there at 6:30 a. m. with Engine 814, Engineer L. M. Quigley and Conductor F. H. Nash. An agency will be established at Royalton in the near future.

V. E. Huff has been appointed agent for Grantsburg, Ill.; K. A. Horn, for Wolf Lake; F. C. Terry, for Winkle.

W. L. Morris

Up to January 20, there have been six oil trains run from Centralia to Baton Rouge, this oil coming to the Illinois Central at Centralia from Casper, Wyo. We handle it south in trains averaging sixty cars to the train.

Miss Ruby Robinson, daughter of Train Dispatcher George Robinson, Carbondale, was recently married to Melvin Bastian. They reside in Chicago.

Midway Mine, a privately owned mine at Ward, Ill., on the Illinois Central, St. Louis division, caught fire the night of January 18. Pumper O. Tucker, who was the only person in the mine at the time, lost his life by suffocation. He was a brother-in-law of B. A. Winchester, who is employed by the Illinois Central in the freight house, Carbondale.

The Daily Independent of Murphysboro, Ill., had a scare-head story in December on the hold-up of Agent-Operator W. L. Morris of Texas Junction by a burly negro, in which Mr. Morris lost $11, his lodge pins and his passes. A widespread search was at once started for the negro. Mr. Morris has been with the Illinois Central about ten years. He started on the Tennessee division, but has worked about eight years in the St. Louis division, including seven years at Texas Junction.

MINNESOTA DIVISION

C. T. Coffey, second trick operator, K. B. office, Dubuque, who has been confined to Olmstead Hospital at Rochester, Minn., for the past two months, has returned home and is convalescent.

J. H. Wells, third trick operator at East Cabin, has taken a three months' leave of absence on account of failing health. Mr. Wells is being relieved by Operator S. T. Mayne.

J. W. Benda, agent at Council Hill, has again resumed work after having been confined to Finley Hospital, Dubuque, with typhoid fever.

Engineer N. W. Frisbie has again resumed his duties on 16-15.

Roadmaster H. Rhoads is spending his vacation in Miami, Fla.

H. E. Shelton, D. V. rodman, has again returned to work. He had his tonsils removed.

W. A. Titus, engineer, broke his leg while attending a dance recently.

Miss Margaret Walsh was recently appointed assistant to the agent at Waterloo.

T. J. Roemer, former claim clerk, Waterloo, is now a student at the Iowa State Teachers' College, Cedar Falls.

Brakeman J. A. McDonnell, who was injured at Osage recently, is around again.

Conductor William Beatty has been granted a six months' leave of absence and has taken Mrs. Beatty to Hot Springs, Ark., in search of health.

Wednesday evening, December 28, the members of the B. of R. T. at Dubuque entertained at a dance at the Eagles' Hall. Through the courtesy of the management and the active interest taken by the members and officers of M. Gilles Lodge of Waterloo, a B. of R. T. special train was run from Waterloo to Dubuque in order to accommodate the members and their wives living at Waterloo. The train was manned by Engineer P. H. Townsend, Fireman G. H. Zunker, Conductor A. R. Scheel and Brakeman R. Bradford, who volunteered their service.

T. J. Winniger, machine shop foreman, Waterloo, is the proud father of a baby boy, born December 21.

Mr. Klempay has been acting general foreman at Dubuque, relieving Mr. Christofferson, who was away on his vacation.

Members of the freight house office force at Dubuque received Christmas greetings from a former accountant, T. J. Ahern, who is now a public accountant in Wichita Falls, Texas.

Miss Ethel Lassance has been promoted to the position of assistant to the agent at Dubuque in charge of solicitation of freight.

M. S. Bachmann, chief clerk of the revising bureau, returned to his duties after a month's leave of absence spent with his mother in California.

Fred D. Smith, formerly instrument man on the Minnesota division, was in Dubuque recently, visiting old friends. Mr. Smith left the Illinois Central in April, 1920, to take charge of location and construction of a railroad out of Tampico, Mexico, for the International Petroleum Company. He is now in New York, studying refining methods, preparatory to returning to Tampico for this work.

H. W. Probus has been appointed section foreman at Apple River, Ill.

B. W. Harris has again returned to Eleroy as section foreman to take the place of Foreman C. W. Dorsey, who has returned to the South.

Extra gangs have been taken off for this season, and the extra gang foremen, W. L. Allred and L. E. Case, have returned to the South.

Yardmaster H. A. Clancy of Dubuque has been named commander of the Dubuque post of the American Legion, No. 6, for 1922.

Ed Sheehan, former dispatcher, was in Dubuque calling on old friends recently. Mr. Sheehan is now dispatching trains for the C., R. I. & P. at Denver, Colo.

T. Harrington, detective, Chicago, passed away at his home on December 25. Mr. Harrington was a brother of J. Harrington, conductor between Chicago and Dubuque.

C. A. Crowley has again resumed work, after

Hamilton Watch

"The Railroad Timekeeper of America"

Is there a better judge of a Watch than a Railroad Man?

LONG years of experience on a job where accurate time is vital, makes the Railroad man an authority on watches.

And when he has timed trains accurately with his Hamilton through years of service, its dependability is conclusively proved

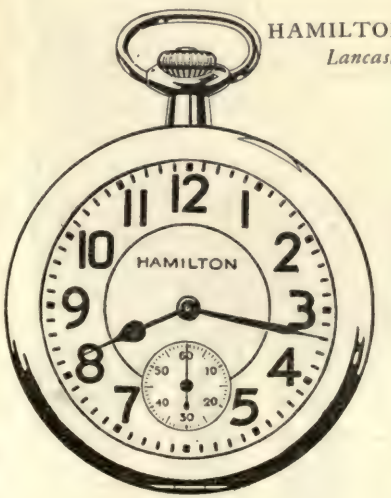
Charles Hamilton, the efficient engineer shown here, runs the Bangor Flyer—one of the longest hauls on the B. & M. He has been with the Boston & Maine 49 years. He runs the Bangor Flyer by a Hamilton Watch.

The Hamilton is built to stand the hard jolts of a Railroad job. When you buy a Hamilton you buy satisfaction. The Railroad man who bought a Hamilton so long ago that he isn't sure whether it was fifteen or twenty years ago, is satisfied. The man who bought a Hamilton recently—a few months or a few years ago, is satisfied; and when you decide to buy a Hamilton, you can bank on the same satisfaction.

Your jeweler sells Hamiltons, and will be glad to show you a No. 992—the 16-size Railroad Timekeeper of America—or any other grade made. And he'll look after it for you, and be a service station for its continuous, accurate performance.

Hamilton Watches range in price from $40 to $200; movements alone $22 (in Canada $25) and up. Send for "The Timekeeper", an interesting booklet about the manufacture and care of fine watches. The different Hamiltons are illustrated and prices given.

HAMILTON WATCH COMPANY
Lancaster, Penna., U. S. A.



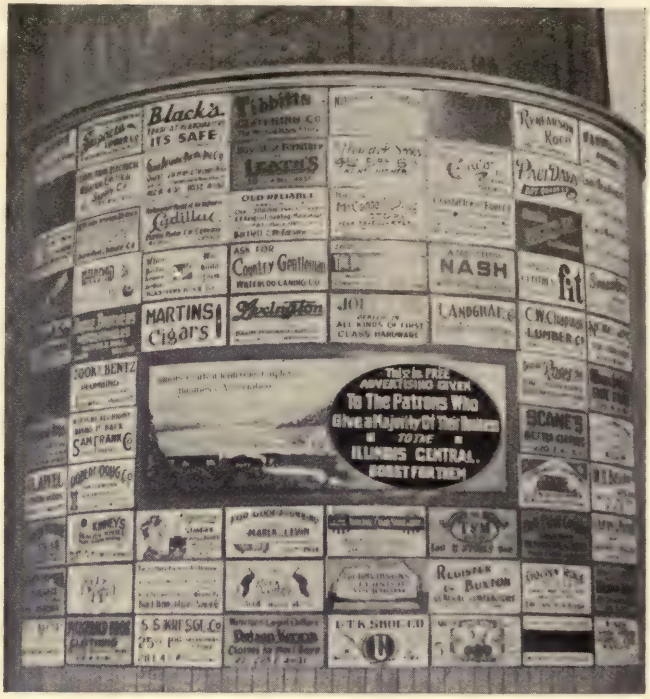
an absence of a week on account of the serious illness of his wife. Mrs. Crowley is now on the road to recovery.

Conductor J. F. James has again resumed work after an absence of about two months caused by an accident at Warren, Ill.

Conductor H. G. Searles was seriously injured at his home December 15. Mr. Searles was in the act of cranking his car when in some way he slipped and broke his right leg. He has been removed to the Illinois Central Hospital at Chicago.

Tuesday, December 9, the members of the division office forces complimented Miss Margaret Walsh, who was recently appointed assistant to the agent at Waterloo, by a dinner dance at the Cafe Moderne. Dinner was served at 7 p. m. L. E. McCabe, superintendent, was toastmaster, and short speeches were given during the evening by Messrs. Heller, Bowden, Guensler, Strouse and Donahue and Misses Walsh, Phillips and McDonald. A quartet consisting of Messrs. Guensler, Russell, Strouse and Heller sang "Margie." Miss Walsh was presented with a corsage of Ophelia roses as a token of appreciation for her services.

Operator N. E. Malmgren of



Base of smoke-stack at Waterloo, Iowa, shops, showing idea worked out by Employes' Business Association.

Stifel's Indigo Cloth

Standard for over 75 years

STIFEL REGISTERED

"Safety-Valve Steve" Says:

"I've been railroading for forty years—or thereabouts—and want to tell you fellows right now that the *right* Work Clothes are made out of Stifel's Indigo Cloth.

All the big Overall and Jumper makers are wise to it—and make their clothes out of it.—If you want a real "go-ahead signal" when buying Work Clothes—just turn up the cuff of the pants.

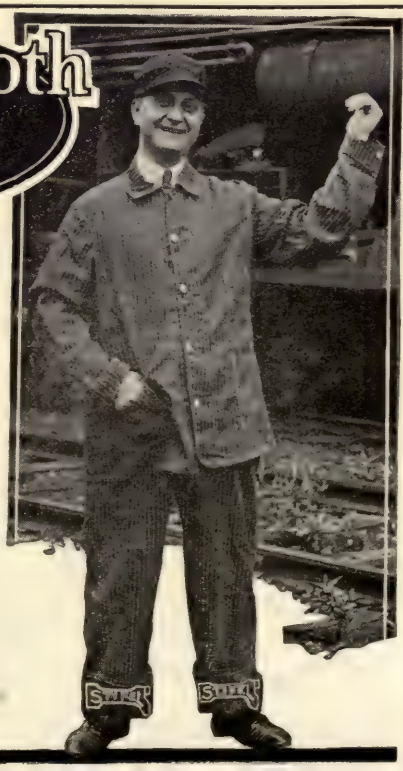
There it is—big as a semaphore—but shaped like a boot—see:

STIFEL REGISTERED

Look for that trade mark—it'll pay you—well, good luck."

Garments sold by dealers everywhere — We are makers of the cloth only.

J. L. STIFEL & SONS
Indigo Dyers and Printers
New York Wheeling, W. Va. Baltimore



Manchester, Iowa, recently made friends for the Illinois Central by handling a Western Union telegram after the Western Union office was closed. The person receiving the telegram was much pleased with the service, and Mr. Malmgren received letters of appreciation from Acting Chief Operator Brown of the Western Union at Cedar Rapids, as well as from Chief Dispatcher E. C. Russell of the Minnesota division at Dubuque.

KENTUCKY DIVISION

The little beauty spot in front of the local Illinois Central station, which has been the recipient of so many compliments during the past summer, has been named Crenshaw Park by the Illinois Central roadmaster. The plot was named for its venerable colored guardian, Cal Crenshaw, who spends his time keeping things looking right around the station. Many flowers have recently been planted in Crenshaw Park, and will bloom out next spring in a burst of beauty.—Dawson Springs (Ky.) Progress.

TENNESSEE DIVISION

For quick action, note the movement of I. C. 54095, January 16, 1922: This car was set out of Train No. 191 on January 16 at Newbern, Tenn., at 11:30 a. m., loaded with merchandise. Train 192, the same date, picked up this car loaded with eggs for Cairo, Ill., at 1:30 p. m. Exactly two hours were consumed in unloading and loading.

Supervisor's Clerk M. L. Ragsdale of Dyersburg, Tenn., has returned from the hospital at Chicago, having undergone a slight operation.

Bondurant, Ky., is much elated over the fact that the oil prospects are favorable around that fair little city.

Section Foreman C. L. Crocker of Dyersburg is reported ill with an attack of appendicitis.

Mr. and Mrs. A. N. Robinson visited in Fulton and Jackson during the holidays. Mr. Robinson was formerly supervising agent on this division.

Floyd Irby is reported ill with the "flu," but is said to be getting along nicely.

J. Faulkner Williams is now working as yard clerk at Dyersburg, Tenn., third trick.

E. E. Mount has returned to work after an extended leave of absence on account of illness.

Gideon J. Willingham and Miss Monette Thetford of Fulton, Ky., were married December 18 at the bride's home. The couple left immediately after the ceremony for Chicago and other points.

The alertness of Conductor D. Cunningham in "tipping off" our freight traffic solicitors has resulted in our obtaining two cars of meat each week, East St. Louis to Memphis, that had been moving over a competing line.

Superintendent C. R. Young recently wrote the following letter to W. T. Clark and Elvis Clark of Water Valley, Ky.: "My attention has been called to your flagging our passenger train No. 102, a very high-class mail train, December 22, one-half mile north of Water Valley, notifying the engineer that there was a broken rail on the outside of a curve a little farther north. No doubt your action in this matter prevented a derailment of a passenger train and probable injury or loss of life to pasengers, and I wish to convey to you the thanks of the management, as well as of the division officers, for the interest displayed by you."

MISSISSIPPI DIVISION

More than one hundred Masons were present at the Masonic Temple in Water Valley, Miss.,

Send No Money

This 21-jewel Illinois Watch—the **Bunn Special** sent on trial. Do not send us a penny. The Bunn Special, made to be "the watch for railroad men," is adjusted to 6 positions, extreme heat, extreme cold and isochronism. 21-jewel movement, Montgomery Dial, handsome guaranteed 20-year gold-filled case. *Guaranteed to pass inspection on any railroad.*

After Trial a Few Cents a Day

The watch comes *express prepaid* to your home. Examine it first. Only if pleased send $5.75 as first payment. Wear the watch. If after ten days you decide to return it we refund deposit immediately. If you buy, send only $5.75 a month until $67.50 is paid.

ORDER TODAY Just send us your name and address. No red tape. Just say, "send me the Bunn Special." Do not enclose a penny. Don't delay. Write today.

Our 128 page catalog, No. 4062 shows more than 2,000 bargains in diamonds, watches and jewelry. Write for it NOW.

J. M. LYON & Co. { Dept. 4062 } 1 Maiden Lane, New York City

A Full Year's Wear In Every Pair of Nu-Way or EXCELLO Rubberlast SUSPENDERS

The Nu-Way Line

Nu-Way and Excello Suspenders—75¢ Guaranteed One Year

Men's Garters—50¢

Ladies-Misses-Children's Hose Supporters 25¢

Ladies' Corset "Sew-On" Hose Supporters 25¢

Guarantee Label Attached to Every Pair

"The Strech is in the Spring"

Ask Your Dealer

If he hasn't them—Send direct. Accept no Substitute. Look for Name on Buckles

Nu-Way Strech Suspender Co. MANUFACTURERS. Adrian, Mich.

Illinois Central Concert Band of Waterloo, Iowa

"Iowa's Best Concert Band"

Band Music Furnished for any occasion, from 25 to 50 pieces

Best equipped, best uniformed band in Iowa

For engagements address

Mr. W. P. Robinson, Mgr.

WATERLOO, IOWA

Saturday evening, December 17, when A. D. Caulfield, superintendent of the Illinois Central, with headquarters at Water Valley, was raised to the degree of a Master Mason. Brethren from Canton, Goodman, Durant, Winona, Grenada and other points were guests of Valley City Lodge No. 402. T. Q. Ellis, chief train dispatcher of the Illinois Central, with offices at Water Valley, who is worshipful master at Valley City Lodge, conferred the degree. A large majority of those present were employes of the system.

Mildred and Sue, daughters of Mr. and Mrs. W. H. Petty, of Durant, Miss., are rejoiced over the arrival of a baby sister, Mary Esther, who was a November baby. Mr. Petty is trainmaster on the Aberdeen and Grenada districts.

A. M. Fisher, section foreman, died suddenly at his home at Batesville, Miss, on Tuesday morning, December 27. Mr. Fisher had just arisen to make a fire in the grate when he complained of feeling ill. His wife suggested that she call a physician; to this he objected, saying that he would be all right in a little while, but he breathed his last in a few minutes. Mr. Fisher has been section foreman on the Mississippi division eighteen years. He was an efficient and valuable employe.

A. E. Hood, for eleven years employed as flagman and conductor on the Grenada district, died at his residence in Memphis on Tuesday morning, December 27, after an illness of some time with pneumonia. Mr. Hood was a loyal and faithful employe. His body was brought to Grenada, his former home, for interment. He leaves a wife and other relatives to mourn his loss.

We regret to report that Clerk J. J. Ford has been in the hospital at New Orleans on account of rheumatism, and will have to make weekly trips there for treatment for some time.

LOUISIANA DIVISION

We had as our visitor January 14 and 15 J. L. Small, former claim agent, Louisiana division, who is now stationed at Princeton, Ky. Mr. Small was accompanied by his wife and daughter.

Excitement prevailed in the store department at noontime recently when a message came to Division Storekeeper Sauls that his house was on fire; however, the firemen succeeded in extinguishing the flames with a minimum loss to the building.

W. H. Washington, pensioned engineer, now residing at Duluth, Minn., came to see us the other day. He said he was glad to leave the snows and come to the Sunny South again.

Another visitor was E. F. Lambreth, 300,000-mile walker from Fort Worth, Texas. He is walking in the interest of the Interstate Medical Association, starting from London, England, and is en route to Alaska via San Francisco.

I. F. Tullis, accountant, and Mrs. Tullis chaperoned a camping party to Quinn's Bridge, seven miles out from McComb, January 14. Those enjoying the supper by camp fire were J. E. Cope, Jr., chief clerk to roadmaster; Mrs. Maud Lee, stenographer, accounting department; Misses Una Holmes and Altha Day, tonnage clerks, and Roberta Darville, stenographer, road department; J. E. Smith, stockkeeper, store department; E. H. Lewis, assistant engineer; G. T. Edwards, rodman; J. A. Anderson and H. E. Prescott, accountants; C. J. Weppler, masonry inspector; Gale Taylor, engineer; H. A. Schmitt, clerk, general superintendent's office, New Orleans, and several girls not connected with the company.

Miss Louise Bridges entertained members of the superintendent's force at five hundred Friday evening, January 13.

Jackson, Miss.

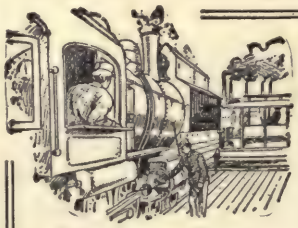
The Kiwanis dining room at the Edwards House was the scene of a large and jolly dinner party Saturday evening, December 31, as the Old Year was passing out. Mr. and Mrs. J. L. Morgan were host and hostess to the Illinois Central local agency forces, with Dr. and Mrs. W. W. Smithson and Mr. and Mrs. R. W. Hardin as special guests. Speeches touching on the happy personal and official relations existing among all present, the gift of a magnificent bouquet of Jacqueminot roses to Mrs. Morgan, and a visit to the Majestic Theater served to fill an evening which will long be remembered by those present because of its enjoyable nature.

The marriage is announced of Miss Annie McNair, formerly of this office, to Cornelius Swope. They have been at home in Chicago, Ill., since January 15.

The new freight solicitation committee for 1922 which has been selected consists of J. B. Terry, Homer Hill, Mrs. Lillie McDaniel, W. G. Shotwell, James Elliott, J. G. More, T. N. Swofford, Lawrence Pridgen and C. H. Williams, with George H. Terry as secretary. The new committee has taken hold of the work with vim, and the reports to date show that the 1921 records will certainly be equaled and probably be surpassed. Passenger solicitation will be made one of the strong features this year.

Gwin, Miss.

Yard Foreman E. V. Sheppard left January 10 for the Chicago hospital. Mrs. Mamie Chiles,



Railway Employes Eyes are Exposed to Wind, Dust and Alkali Poisons

The Rush of Air, created by the swiftly-moving train, is heavily laden with coal-smoke, gas and dust, and it is a wonder that trainmen retain their normal Eye-sight as long as they do.

Murine Eye Remedy is a Convenient and Pleasant Lotion and should be applied following other ablutions.

Murine relieves Soreness, Redness and Granulation.

Druggists supply Murine at 60c per bottle.

The Murine Eye Remedy Co., Chicago, will mail Book of the Eye Free upon request.

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record clerk at Gwin, went there December 4. Every one will be glad to know they are getting along well and expect to return home soon.

Night Chief Clerk H. W. Anderson is the proud father of a 12-pound junior.

Gwin is growing all the time. Since the last writing C. H. Johnson has erected a home about two blocks from the yard office. At present a new store and another new residence are being erected.

NEW ORLEANS TERMINAL

The following letter was addressed to Engineer E. J. Powers and Fireman J. V. Maloney by Trainmaster C. T. Beven December 23: "I wish to commend you for your consideration and co-operative spirit displayed on the afternoon of December 14, at which time you voluntarily commenced work thirty minutes before regularly assigned time and proceeded to the Standard Oil Company's plant, Jackson avenue and South Claiborne street, which was on fire, and pulled several tanks of oil from that switch, thereby saving cars as well as contents. I extend to you my appreciation for this voluntary service, as it displayed beyond doubt your loyalty as true and worthy employes, and a notation covering it has been inserted in your efficiency record."

A PROMISING BABY

Here we have a picture of Stanley M. Lazarus, grandson of A. E. Scaife, agent at Stuyvesant Docks, New Orleans, and nephew of the late Charner T. Scaife, formerly general claim agent. Stanley is a big, blond fellow, and he started walking and talking at the age of 1 year.

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William McGinnis, 49 years old, a locomotive engineer for the Illinois Central, and his wife were found asphyxiated December 22 in the basement of their home at New Orleans. Police believe that when Mr. McGinnis entered his home December 20 he noticed the odor of gas and went to the basement to find the leak. When he did not return, it is supposed, his wife went after him and was overcome by gas. It is believed Mrs. McGinnis fell while trying to drag her husband's body to open air, as her hands were clasped to his feet. The finding of the bodies resulted from persons in the neighborhood receiving telephone calls from the railroad for Mr. McGinnis to report for duty. So heavy were the gas fumes that rescuers were compelled to use gas masks to reach the bodies.

MEMPHIS TERMINAL

Mechanical Department, Memphis, Tenn.

R. McKenzie, machinist, has returned to work after being on the sick list for a week.

D. Triplett, fitting room, has returned home from Cameron, Miss., where he was called by the illness of his father.

William Herbert, machinist, has gone to Chicago to be operated on at the Illinois Central Hospital.

Mrs. W. L. Lauer, wife of General Foreman Lauer, who sustained a painful injury to her foot when she stepped on a rusty nail, is reported as recovering.

R. Lancaster, night airman, has gone to Chicago to undergo an operation at the Illinois Central Hospital.

H. H. Roland, machinist, and Miss Ola May Ashmore were married at Marion, Ark., January 7.

Emmet Sheridan, machinist apprentice, is the proud father of a young daughter, born the first week in January. She tipped the scales at 10½ pounds.

Andrew Robb, machinist, who was severely burned about the face while pouring hot metal, is able to resume work once more.

G. W. Griswold, machinist, who has been on the sick list, has resumed work.

MEMPHIS DIVISION

Dispatcher L. F. Smith, who has been out West for some time on account of ill health, returned to Memphis recently, very much improved. However, he does not expect to return to work for some time.

Elliott Rose, file clerk in Superintendent J. M. Walsh's office, was married Saturday night, December 31, to Miss Grace Roberts of Memphis. He left Memphis January 8 to accept a position in the president's office of the Peoria & Pekin Union Railway at Peoria, Ill. Barney Crutchfield, who has been working in the general manager's office at Chicago, returned to Memphis to fill the vacancy made by this change.

Section Foreman E. M. Cook died at St. Joseph's Hospital, Memphis, December 4, after an operation for appendicitis. Mr. Cook was section foreman on the L., N. O. & T. Railroad from 1893 to 1897, when he was transferred to the Memphis division. He worked on the Memphis division from 1897 to 1914, when he was transferred to the Vicksburg division, where he worked until 1916, at which time he returned to the Memphis division, where he served until his death. Mr. Cook was a loyal employe and ranked among the best track foremen on the Memphis division.

Superintendent J. M. Walsh and Trainmaster

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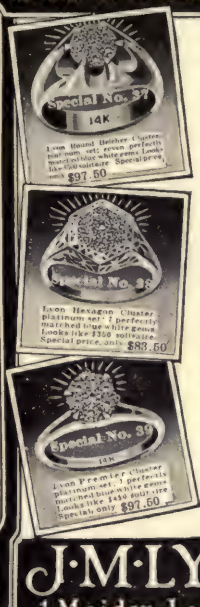

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W K. McKay have received letters from Conductor V. R. Byrd, who is receiving treatment in the Illinois Central Hospital at Chicago. The many friends of Mr. Byrd hope that he will soon recover.

Section Foreman J. W. Pittman at Rising Sun, Miss., found a piece of broken flange sixteen inches long on January 11. He telephoned Dispatcher A. T. King to stop Extra 973, which had just passed, explaining that the flange indicated a fresh break. Dispatcher King stopped Extra 973 at Cruger, and it was found the flange was broken from I. C. 128573, company coal, lead wheel, forward truck, seventeenth car from engine. Car was set out at 9:40 a. m. Yardmaster Wicker at Gwin and Car Foreman Buoysou were notified to send a pair of new wheels to Cruger, with men to make repairs. Wheels were loaded and forwarded on the local within one hour, without delay to the local. Wheels were placed on this car, and it moved into Gwin within four hours after it was set out, and was forwarded from Gwin in the same train it would have gone forward in had it not been set out.

Conductor L. C. Gaerig observed a car of lumber in train No. 72, January 7, with lumber hanging over the side. He flagged No. 72 and passenger train No. 33 to prevent a possible side-swipe of No. 33's coaches. Conductor Gaerig, with the aid of two section men, adjusted the loading on this car.

VICKSBURG DIVISION

Regardless of the fact that 1921 was a year of comparative inactivity with lumber manufacturers, the Vicksburg division billed and handled approximately 4,700 cars of lumber, including bolts and shingles, during this period. Seven large hardwood lumber mills are operated on the Vicksburg division, each averaging a 10,000,000-foot cutting capacity a year.

Effective January 14, one local freight train operates tri-weekly between Greenville and Coahoma. With the other service displaced by this arrangement, this train is making the run and doing all necessary work each day with practically no overtime.

The Alhambra Oil & Gas Company of Greenville recently drilled into a strong gas pocket in their well No. 2 near Glen Allen. The manager reports a favorable indication of strong gas pressure, and very likely oil at a greater depth. The well at present is only 1,974 feet deep. Several shares of stock in this company are owned by local employes.

NEW ORLEANS DIVISION

W. B. McConnico, traveling freight agent, Baton Rouge, La., was recently transferred to the general freight office, New Orleans. He has been at Baton Rouge for twelve years. His successor is O. F. Redd of Jackson, Tenn.

C. N. Campbell has been appointed assistant chief dispatcher, with headquarters at Baton Rouge, La.

A successful sugar cane season has just come to an end. An uninterrupted and eminently satisfactory movement of this product was sustained throughout the period, reflecting great credit on both shippers and carriers. A highly commendable spirit of co-operation was manifested.

A boy was born to Mr. and Mrs. Thomas Bloodworth. Mr. Bloodworth is rate clerk at Natchez, Miss.

Homer Green of the Natchez freight office is slowly recovering from a serious illness.

Walter Alexander of the freight office forces, Natchez, Miss., has been appointed scoutmaster of the Natchez branch of the Boy Scouts.

Accountant E. D. Goza of the Natchez freight office holds the record for duck hunting this season—twenty-six mallards in half a day.

Plans are under way at Natchez for the erection of a beautiful and substantial memorial hall to perpetuate the memory of the men of Mississippi who served in the world war, and Major R. L. Montgomery, our agent, has been elected as a member of the memorial hall commission for a term of five years.

Miss Edna Mahin, after a long illness, has now fully recovered and has returned to her desk in the superintendent's office at Vicksburg.

Cecil Kiernan of the superintendent's office, Vicksburg, has been transferred to the office of the general manager.

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March *1922*

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William Haywood

Mr. Haywood, general freight agent at Chicago, was born May 30, 1884. He entered the service of the Illinois Central in October, 1901, as a messenger to the traffic manager. Later years found him as secretary to various traffic officials, including the traffic vice-president. From September 21, 1909, to July 1, 1912, he was secretary to the president. From the latter date to April 1, 1917, he was chief clerk to the traffic vice-president. He was then appointed assistant general freight agent of the Northern and Western lines, and remained in that position until March 1, 1920, when he was made assistant to the traffic manager. December 1, 1921, Mr. Haywood was appointed general freight agent in charge of solicitation and matters related thereto.

VOLUME TEN NUMBER NINE

ILLINOIS CENTRAL MAGAZINE

MARCH NINETEEN TWENTY-TWO

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Advertising rates upon application.

GEORGE M. CROWSON, *Editor.* CHARLES E. KANE, *Assistant Editor.*

Our 70 Years on the Chicago Lake Front

Terminal Improvement Plans Contemplate Changes More Wonderful Than Those Made in the Past

The following article concerning the extensive project under way for the improvement of the Illinois Central's terminal facilities at Chicago is contributed by the Chicago Terminal Improvement Department:

THE development of the Chicago Terminal has been continuous and rapid since the entrance of the Illinois Central Railroad into the city in 1852. The present contemplated improvement, upon the initial stages of which the company is now entering, is the natural result of seventy years of growth. A knowledge of what has taken place is necessary to the full appreciation of the magnitude and significance of the present project.

The Illinois Central was the first important railroad in Illinois, and for twenty years its construction had been the ambition of the state and its citizens. The first land grant ever given by the Congress to assist in the construction of a railroad was given to the State of Illinois to promote building the Illinois Central Railroad. It has been stated by historians that the construction of the Illinois Central might be regarded as the most important industrial undertaking ever commenced in Illinois. The promised extension of the railroad into Chi-

Michigan Avenue north from Park Row in 1864, *showing the Illinois Central tracks on trestle and the passenger station at Randolph Street in the distance. Picture by courtesy of the Chicago Historical Society.*

The first Illinois Central Railroad passenger station in Chicago in 1868. *Picture reproduced from Andreas' "History of Chicago."*

cago was largely responsible for securing the assistance from the federal government.

A "Branch" Line to Chicago

One of the principal exponents of the Land Grant Act in the Congress was Senator Stephen A. Douglas, who resided in Chicago adjacent to the present right-of-way near 35th Street, and from whom a portion of the right-of-way in the city was later purchased. The bills originally submitted in the Congress had been opposed by the Eastern senators on the ground that the Western states would alone be benefited. The road had been described as extending from Galena to Cairo following the great natural waterway of the Mississippi, the route which Western commerce had taken up to that time. Mr. Douglas was instrumental in having the bill revised to include a "branch" from Centralia to Chicago and, by so doing, won the support of the Eastern interests, as they felt that the proposed branch to Chicago would connect with the Eastern roads then building toward that city and would tend to deflect the commerce of the Mississippi Valley toward the Eastern market. This move on the part of Mr. Douglas was of almost inestimable value to the railway company, as it not only secured the necessary aid from the federal government but also made Chicago, which was destined to become the world's greatest railway center, the principal terminal of the Illinois Central System.

It seems eminently fitting that the monument dedicated to the memory of this statesman should stand as it does on the site of his former residence near 35th Street, overlooking the tracks of the Illinois Central.

Prior to the granting of the Illinois Central charter, two roads, the Southern Michigan (now the New York Central) and the Michigan Central had been rivals in Michigan and northern Indiana. During 1850 they extended their tracks to within a few miles of Chicago. Each endeavored to secure an independent entrance into the city and to prevent its competitor from obtaining a similar right. The result was a bitter fight in the legislatures of Illinois, Michigan and Indiana, in the common council of Chicago and even between groups of workmen along the tracks. The companies were of equal strength, and neither could secure a charter from the state or a franchise from the city. Despite their efforts, the two railroads in 1851 were halted at the Illinois state line. The charter for the Illinois Central was before the legislature at this time, and the Michigan Central allied itself with the promoters of the road, hoping thereby to secure the coveted entrance into Chicago. The charter was eventually granted.

Coming Into the City

On July 12, 1851, representatives of the Illinois Central and Michigan Central railroads presented a petition to the common council of Chicago asking permission to lay tracks within the city limits. The strife over the Southern Michigan and Michigan Central entrance into the city had been so bitter that the proposed alliance between the Illinois Central and Michigan Central brought suspicion upon the

former and even opposition on the part of the city government.

The location of the line in Chicago, which at that time was a rapidly growing city of about 30,000, was a matter of considerable importance. President Schuyler of the Illinois Central Railroad Company had suggested a line along the west bank of the Chicago River, running to Kinzie Street to connect with the Galena & Chicago Union (now part of the Chicago & Northwestern System). A location for the Illinois Central terminal on the east side of the river also had been considered.

The Lake Caused Trouble

In 1850 Michigan Avenue, which separated the city from Lake Michigan, was the aristocratic residence street of Chicago. For many years the lake storms had been making serious inroads on the shore immediately east of the avenue and on the street itself. Considerable expense had been incurred by the city and by the property owners on Michigan Avenue in the construction of a shore protection which had proven entirely inadequate.

In 1849 a special assessment was made for this work and in 1851 more than $12,000 was spent on it under the direction of the superintendent of public works. In the fall of that year a great storm seriously damaged the work, and the water encroached upon the street proper. The storm did so much damage in the vicinity of Madison and Monroe streets that Mayor Gurnee, who lived on the corner of Michigan Avenue and Monroe Street, had the fire bells rung and the citizens turned out in force to fill up the wash in the street made by the waves.

Protecting the Lake Front

The encroachment upon Michigan Avenue was a serious matter, and some of the property owners were desirous of having the railroad located in front of the street and protected by a breakwater that would also effectually protect the shore and relieve them of

A New Deadline!

It is planned, beginning with the April 1 issue, to get the *Illinois Central Magazine* distributed all over the system by the first of each month, instead of merely having it in process of distribution, as at present.

To do this, we must change our deadline for material from the 20th of the preceding month to the 15th.

This means that all material for the April issue should be in the magazine office—not merely in the mail—by March 15. Co-operation of all contributors is sought in this change. Division correspondents, in particular, should arrange to assemble their notes considerably earlier in the month.

It is needless to say that a good story received in the magazine office the first of the month, when work is light, is more likely to make its way into the magazine than a good story received with a great many other good stories at the last minute. Get your contribution in as early as you can, but in any case—

GET IT IN BY THE 15TH!

Viaduct Across 60th Street, Showing Jackson Park in the Background.

a constant source of expense. Certain of the property owners along the avenue, however, objected strenuously to the proposition of running a steam railroad in front of their homes, as they feared that it might impair the value of their investment. The north and west wards of the city argued that the city was poor and the assumption by the railroads of the expense of maintaining the shore protection would more than compensate for any depression in the value of residence property in the neighborhood.

The lake front entrance was at last agreed upon between the citizens and the railway company, and on June 14, 1852, an ordinance was passed by the common council of the city granting the Illinois Central Railroad Company the right "to lay down, construct and maintain within the limits of the city of Chicago, and along the margin of the lake within and adjacent to the same, a railroad, with one or more tracks, and to operate the same with locomotive engines and cars, under rules and regulations * * * not inconsistent with the public safety." This change in its plan for building on the west bank of the river was objected to by the Illinois Central, but was finally accepted.

It is interesting to note that the passage of the first ordinance, which was the fifth draft

The Central Business Di

considered by the interested parties, represented six months of effort and, while constituting a very important step in the history of both the railway company and the city of Chicago, covered less than six pages of printed pamphlet.

The desire of the city to have the lake shore protected was reflected in the ordinance by a demand that the railway company construct a suitable breakwater to protect the lake front of the city against the action of the waters of Lake Michigan between the north line of Randolph Street and the southern boundary of the city (then 22nd Street).

Building Restrictions Imposed

Another provision of the original ordinance which afterward developed into tremendous importance was the one providing that the company should erect no building between the north line of Randolph Street and the south line of Lake Park Avenue (now 11th Place), nor place any obstruction to the view of the lake from the shore within this boundary.

The rural character of the Chicago which existed at the time of the entrance of the railway company is reflected by the clause in the ordinance which required the railway company to construct "fences or other sufficient works as will prevent animals from straying upon or obstructing its tracks."

During the negotiations with the common

rict of Chicago in 1874.

Randolph Street Suburban Station in 1895.

council, the railway companies had not been idle but had advanced their tracks to the southern limits of the city, where temporary freight and passenger stations had been established. Much of the ground, especially near Lake Calumet and Woodlawn (63rd Street), was low and marshy, and this made it necessary to place the tracks on trestle at considerable additional expense.

The Michigan Central Railroad made use of the tracks of the Illinois Central Railroad north from Calumet (now Kensington, 115th Street) to the Chicago River, and this piece of roadbed became the final link by which the former company established a through line from Chicago to the East.

The tracks from the city limits south were not completed without several sharp fights with the Southern Michigan. That company opposed the construction of the road and endeavored to prevent the Illinois Central from crossing its tracks. It demanded that the latter company put in an overhead crossing at Grand Crossing (75th Street), which was refused. The difficulty could not be settled for some time. Finally the Illinois Central, becoming impatient, built the crossing under cover of night. At the site of this crossing, sixty years later, developed one of the greatest grade separations of railroads in Chicago, which work cost the interested railroads in excess of $4,000,000.

The First Chicago Terminal

With subsequent purchases of land between Park Row (now 11th Place) and the Chicago River, partly from private owners and partly from the federal government, which had subdivided the grounds on which the historic Fort Dearborn had stood, the Illinois Central secured probably the finest terminal property possessed by any single railroad in the world. Its stations and shops were situated in the heart of the city, and its right-of-way between Grand Crossing and the river was not crossed by a railroad, and, for most of the distance, not even by a highway.

Once the legal difficulties were removed, the work of construction proceeded rapidly. Rails, ties and piles were already on hand and within a few weeks after the passage of the franchise admitting the railroad to the city the track was extended to 12th Street. Temporary freight and passenger stations were built and used until permanent structures were constructed. Much of the right-of-way was under water, and heavy expenditures were necessary to put the tracks in safe condition. The rails were laid on temporary trestles nearly the entire distance from Hyde Park (now 53rd Street) to the Chicago River, and east of the railroad a temporary breakwater of piling was constructed to comply with the provisions of the ordinance. The breakwater and trestle were to be filled in at a later time when the company's finances would justify the expense. The company spent something like $250,000 in purchasing urban property, in addition to one-half million more expended on lake shore protection. The foresight of the early citizens in requiring the railway company to maintain the shore protection can be more fully appreciated when it is realized that this protection has cost the company more than $2,500,000.

At the foot of Randolph Street, on the land purchased from the federal government, the company, in 1853, commenced the erection of its first Chicago passenger station, the total cost of which was $180,000. At that time it was the most expensive railway station in the country. Facilities for handling passengers were

excellent and there was an abundance of room. The station was used jointly by the Illinois Central, Michigan Central, Burlington and Galena & Chicago Union railroads. The top floor of the station was used as a general office.

Had Largest Freight House, Too

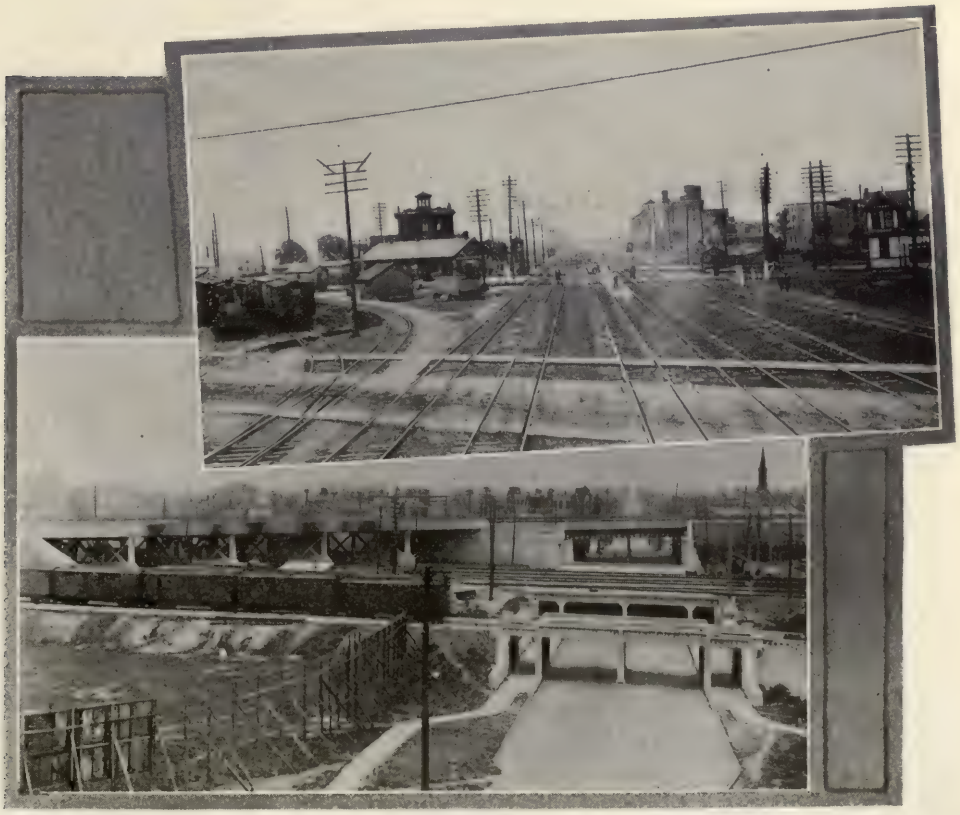
North of the passenger station the company erected a large freight house, which also was the largest of its kind in the country. It was likewise the largest brick or stone building in the city. At 14th Street, near the present passenger station, were placed temporary shops, roundhouses and cleaning yards.

On June 23, 1852, the company secured an amendment to its charter permitting it to build a railroad from 12th Street (now Roosevelt Road) to the south branch of the Chicago River. This railroad was known as the St. Charles Air Line and served as an inner belt road for all railroads entering Chicago at that time. It was built by the Illinois Central and completed in 1856 at a cost of $50,000. Subsequently the Illinois Central sold three-fourths of its interest in the St. Charles Air Line to the Michigan Central, Burlington and Northwestern.

Thus were laid the foundations for a continuous development of the Illinois Central Chicago Terminal.

Gradually the lake shore was filled in between the Illinois Central outer breakwater and Michigan Avenue, and in the space between the railway tracks and the avenue was created Lake Park, which became the initial development of Grant Park, later to play a very important part in the lake front development.

In 1871 occurred the great Chicago fire, which had a tremendous influence on the history of the city. Out of this fire the passenger station previously described emerged with noth-



Upper, Grand Crossing in 1902, before grades were separated; lower, Grand Crossing after grades were separated.

ing but bare walls. The station was owned jointly by the Illinois Central and Michigan Central railroads and there was some question as to what policy should be pursued as to its reconstruction. As a result of this indecision, the station was not fully repaired and was used in a more or less make-shift manner until the negotiations between the two roads finally resulted in definite plans approximately twenty years later for the construction of the present station by the Illinois Central and the use of it by the Michigan Central as a tenant.

Pullman's Idea Born in Our Shops

An extensive fleet of marine equipment, such as floating pile drivers, derrick barges, tender boats, etc., was required for the maintenance of the breakwater along the lake front, the harbor for which was located in a crib-protected basin just off the shore line somewhat south of the present Central Station. This place was known as Weldon Slip, and around it gradually grew what was at that time the railroad's principal mechanical terminal, consisting of roundhouse and shop buildings. These facilities early became overcrowded and were extended to Randolph Street on the north and 27th Street on the south, where, at the latter place, was located a car repair plant. It was in this plant that the vision of George M. Pullman, then working as a car repairman, conceived and brought about the construction of the first sleeping car, now known the world over as the "Pullman Sleeping Car," thus initiating the business of the Pullman Company.

Weldon Shops functioned with considerable prominence until it became necessary that they be removed to make room for the present passenger terminal. In 1892, they were moved to 95th Street and formed the nucleus of the present Burnside Shops.

Next to the Chicago fire perhaps the greatest event in the city's history was the pretentious and eminently successful world's Columbian Exposition held in 1893 in what is now known as Jackson Park. The progressiveness of the Illinois Central was here again exemplified by the manner in which it met the tremendously increased demand for transportation to and from the Exposition grounds.

Previous mention had been made of the decision on the part of the Illinois Central to abandon the passenger terminal at Randolph Street and construct the present Central Station near East Roosevelt Road. The construction of this terminal illustrated the progressiveness of the railroad. Representing a cost to the railway company of $1,940,000, it was started in June, 1892, and opened to the public on April 17, 1893. It was then considered a monument among railway passenger stations. The large waiting-room with its beautifully decorated arch ceiling and stained windows was considered a masterpiece, and the steel train shed was then the largest of its kind in the world. Incidentally, the station building was one of the first steel skeleton fire-proof buildings in Chicago.

Beginning of Track Elevation

In further preparation for the anticipated tremendously increased traffic to the Exposition, the Illinois Central undertook what was the pioneer track elevation work in Chicago, elevating its tracks between 53rd and 67th streets.

Previous to this period the suburban service of the Illinois Central was of rather modest proportions, keeping pace, however, with the growth of the city.

In 1882 a suburban line was built to the thriving manufacturing town of South Chicago, and ten years later service was established to Blue Island. Early records (1890) indicate the suburban service was entirely local in character and was handled by 21 locomotives and 89 coaches. Two additional tracks were built for the purpose of handling the Exposition crowds between Van Buren Street and "The Midway" (60th Street). These two tracks were used exclusively for express service to the Exposition. Forty-one locomotives and 300 coaches were added to the service, which carried, between May 1 and October 31, 8,780,000 passengers to and from the grounds. For the same period the regular local suburban service handled 578,000 passengers. The fare charged for the service was double that of its competitors, which demonstrated that the public was prepared to pay for adequate service when performed with promptness, safety and comfort.

The success of the suburban service during the fair demonstrated its possibilities and probably lent greatly to the recognition on the part of the city of the possibilities in suburban service. So successful has been the development of this service that today the regular schedule provides for 342 suburban trains in twenty-four hours and handles 23,000,000 passengers a year.

The successful accomplishment of the Ex-

Train Shed of Central Station
Completed in 1893

Central Station
Completed in 1893

Interior View of
Central Station
Waiting Room

position proved conclusively to the people of Chicago what could be accomplished by the "I Will" spirit. The late Daniel H. Burnham was the architect who conceived the plan of the Exposition grounds and buildings. Its success gave Chicago its first touch of civic pride and also unlimited confidence in the ability of Mr. Burnham.

City Planning in 1908

Largely out of inspiration which he gained by the successful accomplishment of his plans, and ably supported by the Chicago Commercial Club, he was able in 1908 to lay before the citizens of Chicago for their future guidance his "City Beautiful Plan," an adequate conception of an attractive city as well as a conveniently laid out city. Out of this beginning grew the present Chicago Plan Commission, which today acts under the authority of the city government and is entrusted with the development of an orderly city plan.

The railway company, by filling in submerged lands, had extended its property in places eastward into the lake. There developed a desire on the part of the city to restrict the company to a definite right of way in front of Lake Park (Randolph Street to 11th Place) in order to develop what is now the easterly portion of Grant Park. To accomplish this, it desired the railway company to depress its tracks in front of Lake Park, construct suitable retaining walls and permit the construction of bridges across the tracks to connect the portions of the park on either side of the right-of-way. This was accomplished by the passage of an ordinance on March 21, 1895, which is one of the important agreements between the railway company and the city of Chicago relative to the Chicago Terminal. The execution of the provisions of this ordinance gave to the city a park area which now covers 155 acres between Randolph Street and Roosevelt Road. Consent has recently been obtained from the Secretary of War to add an additional area of forty-five acres, which will place the shore line of the park approximately 1,700 feet east of the company's right-of-way.

In compliance with the provisions of the 1895 ordinance, the railway company constructed two retaining walls, one on each side of the right-of-way, with the tops of the walls carried to an elevation 22 feet above the lake level, which is approximately 8 feet above the surface of Michigan Avenue. A masonry balustrade was constructed on top of the west wall to protect the right of way.

"The Watch Dog" of the Lake Front

Montgomery Ward, who had made a phenomenal success as a pioneer in the mail or-

Aerial View of Lake Front From Chicago River South, 1921.

der business, had constructed on Michigan Avenue the tallest building in the West. The top of the bronze figure, which surmounted the tower of the building, stood 390 feet above the surface of Michigan Avenue, and it is only natural that Mr. Ward should have developed great pride in the enviable position which he occupied on the lake front. He, with two other gentlemen, took exception to the masonry balustrade which had been constructed upon the retaining wall and brought suit against the railway company to have it removed. The court ruled that the Illinois Central should not be permitted to build any structures which would obstruct the view above the top of the retaining wall (22 feet above the lake level) and required the replacement of the masonry balustrade by the present iron picket fence. Thus an unobstructed view of the lake and park from Michigan Avenue between Randolph Street and Park Row has become an accomplished fact and must forever remain so.

Because of Montgomery Ward's activities in demanding the unobstructed view of the lake, he has been referred to as the "Watch Dog of the Lake Front."

In 1898 the St. Charles Air Line was elevated from its easterly terminus west to Clark Street, which made possible the separation of a very objectionable grade crossing with other railroads near Clark and 16th streets.

One of the important outgrowths of the World's Columbian Exposition was the Field Museum of Natural History, established as a permanent memorial of the fair. With the subscriptions of numerous public spirited citizens, including $1,000,000 from Marshall Field, the project was launched, and in 1894 a large number of exhibits from the fair were housed in temporary quarters in the Fine Arts Building of the Exposition in Jackson Park and formulation of plans for a permanent museum was begun. Mr. Field, at the time of his death in 1906, left $4,000,000 as a building fund and an additional $4,000,000 as an endowment fund for maintenance, on condition that within a period of six years a site should be furnished free of charge in the down-town portion of the city. Such a building required great space, and, although considered a very desirable site, its construction in Grant Park between Randolph Street and Roosevelt Road was not a possibility on account of the building restriction.

Why Museum Is on the Lake Front

One of the basic principles of the City Beautiful Plan was the creation of an outer lake front park system connecting Lincoln, Grant and Jackson parks. The South Park commissioners held jurisdiction over Grant and Jackson parks and were responsible for the execution of the plan as far as the connection of these two parks was concerned.

The accomplishment of the plan required the transfer of the riparian rights of the railway company to the South Park Commissioners in order that land for park purposes could be obtained by filling in the lake shore east of the railway company's right-of-way. The importance of the proper solution of this problem was great and the matter had been under negotiation for a long period.

In 1912 two important agreements were concluded between the Illinois Central and the South Park commissioners which settled these matters and made possible the construction of the park. A controversy arose with the city of Chicago as to the execution of these agreements.

A plan had been formed to locate the Field Museum on Illinois Central property partly on the site of the old Weldon Yard. The time limit for the fulfillment of Mr. Field's gift had almost expired. It became necessary either to secure a permit from the Illinois Central to locate the museum on property which had not at that time been transferred to the South Park Commissioners, or to reconstruct it

Field Museum of Natural History, built on land formerly owned by the Illinois Central Railroad.

Randolph Street Subway built by railway company in compliance with terms of the Lake Front Ordinance.

in Jackson Park, far removed from the center of the city. At this point President C. H. Markham, who had conducted the negotiations with the South Park Commissioners for a settlement of the lake front controversy, waived the final adjustment among the railway company, the South Park commissioners and the city of Chicago and voluntarily agreed that the museum should be located on its present site.

In 1913 the Chicago Union Station Company requested the city of Chicago for the right to construct a new terminal in the downtown district immediately west of the south branch of the Chicago River. This request immediately aroused considerable opposition, and the terminal problem of Chicago as a result received very careful study by various committees and numerous public spirited citizens. The Chicago Union Station matter was settled in 1914, but the interest that developed in its consideration resulted that year in the creation of the Railway Terminal Commission, which had for its purpose a careful study of the entire terminal problem of Chicago.

Chicago's Terminal Problem

This commission immediately began to function in an active manner and had a direct influence on the terminal problem of the Illinois Central and the attitude of the city toward the so-called Lake Front Ordinance. This ordinance, which grew out of the 1912 agreements with the South Park Commissioners, was before the city for consideration at that time. A review of some of the main features of Chicago's terminal problem will, therefore, be of interest.

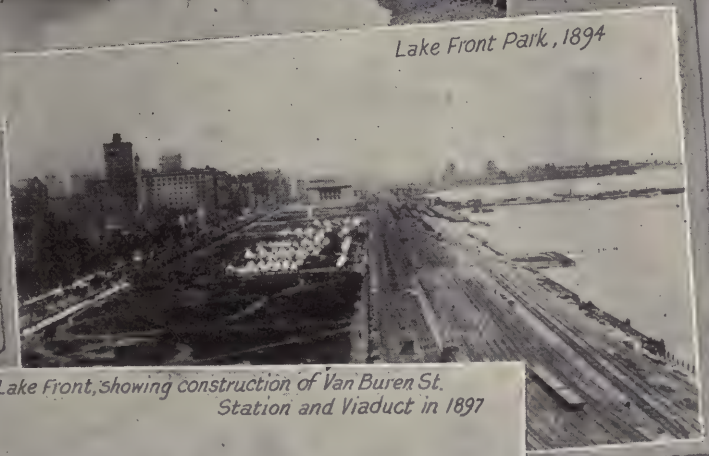
Chicago, largely because of its topography and geographical location, has become the world's greatest railway center. Naturally, the railroads of the West and Northwest converge to the southern end of Lake Michigan as the most convenient point for the interchange of traffic with the lines of the East. Partly as a result of its excellent transportation facilities, Chicago has enjoyed in its relatively short municipal life one of the greatest growths of any city in the world. Since the Illinois Central began operation within its corporate limits the city has increased thirteen fold in area and one hundred fold in population.

The surrounding territory, because of its extreme flatness, has offered no physical obstacles to the entrance of railroads, and, as a result, they have followed no defined channel, but have striven to reach the heart of the city through the lines of least financial resistance. This multiplicity of railway entrances, which has tended to divide the city into many different districts, obviously has had a great effect on its physical development. This effect naturally increases as the lines converge to the heart of the city, where they confine and endanger its growth and development.

Railroads in Heart of City

In the central business district of Chicago, which is bounded by the Chicago River, Michigan Avenue, Roosevelt Road and the south branch of the river, is concentrated the greater part of the business activities of the city. It not only is surrounded on all sides by railway property, but is penetrated from the south for about half its length by the approach tracks to the passenger terminals lo-

Filling behind bulkhead immediately east of Central Station in 1896



Lake Front Park, 1894

Lake Front, showing construction of Van Buren St. Station and Viaduct in 1897

The right-of-way in front of Lake Park, 1901, showing Peck Court (8th St.) Viaduct, in foreground, which was built in 1896.

cated east of the south branch of the Chicago River.

The United States Government was naturally interested in protecting the interests of lake navigation, and the approval of the Secretary of War was therefore required before the lake front improvement could be accomplished.

Thus it is seen that the development of the Lake Front Ordinance involved many interests, the most important of which were the railway companies (Illinois Central and Michigan Central), the South Park Commissioners, the Railway Terminal Commission, the Chicago Plan Commision, the city of Chicago and the United States Government.

After many months of negotiation an ordinance was prepared which was acceptable to all parties. This ordinance was passed by the city council on July 21, 1919, and is probably one of the most important documents of its kind ever prepared to cover an improvement of this character. It is interesting to note that it is approximately thirty times the size of the original ordinance by which the railway company received the right to operate within the city limits.

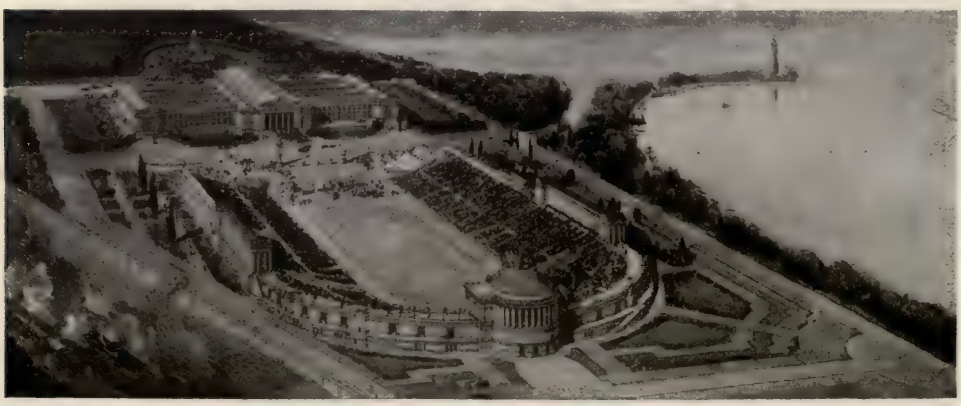
One of the main points of contention settled by the ordinance was the electrification within the city limits of the railway company's motive power. Attention has been called to the extremely heavy suburban service. The locomotives operating north of Roosevelt Road were a continual source of criticism on the part of the city on the claim that the smoke and noise were objectionable in such close proximity to the main business district.

As a result of action taken by the Chicago Association of Commerce in 1909, a committee of prominent citizens and engineers was appointed to investigate the question of smoke abatement and electrification of railway terminals in Chicago. This committee, commonly referred to as "The Smoke Abatement Committee," after making a very exhaustive study, reported that from a financial standpoint it was not feasible at that time to electrify all the railroads in Chicago. Notwithstanding the report of this committee, the city insisted that the Illinois Central take the first step in an electrification program.

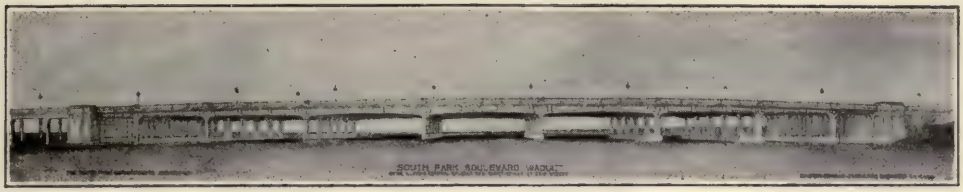
The Electrification Program

The ordinance provides that the electrification of the railroad be accomplished by progressive steps. The suburban service is to be electrified by 1927 and the freight service north of Roosevelt Road by 1930. This will then eliminate practically all of the locomotive smoke from Grant Park. The suburban service will be operated by multiple unit trains—that is, from either end, regardless of how many cars may be in a train—such as are used by the subways in New York and the elevated railroads in Chicago. By 1935 the remainder of the freight service is to be electrified to the city limits, and in another 5-year period, under certain conditions, the through passenger service in the city is to be electrified.

In connection with the electrification of its freight service north of Roosevelt Road, the railway company proposes to rebuild entirely its freight facilities north of Randolph Street. These will consist of new modern freight houses with warehouses, team tracks, etc. Authority has been issued by all of the controlling



Stadium designed by Holabird & Roche to be built by South Park Commissioners south of Field Museum of Natural History.



South Park Boulevard Viaduct, designed by the Condron Company, to be built by the South Park Commissioners in compliance with terms of the Lake Front Ordinance.

government agencies to fill the five slips connecting the railway company's property with the Chicago River and Lake Michigan. These slips at South Water Street will be filled and the land thus made used in the freight development scheme.

The interests of lake commerce have been safeguarded by the creation of Harbor District No. 3 east of the new park area between 16th and 31st streets extended east. In order that this might be accessible, railway connections will be provided between the Harbor District and the Illinois Central tracks. Provision also is made for the use of these connections by foreign railroads. Two viaducts and one subway across the property of the railway company will furnish ample means of approach to the Harbor District for vehicular traffic.

Previous mention has been made of the creation of the Lake Front Park which will connect Grant and Jackson parks and consist of approximately 1,240 acres of reclaimed land. It will provide space for four beaches accommodating 120,000 bathers and an inclosed water course 600 feet wide and five miles long for boat races and other aquatic sports. Wide boulevards will extend the entire length of the park area and will probably become the principal thoroughfares for rapid vehicular traffic between the north and south sides of the city and to the central business district.

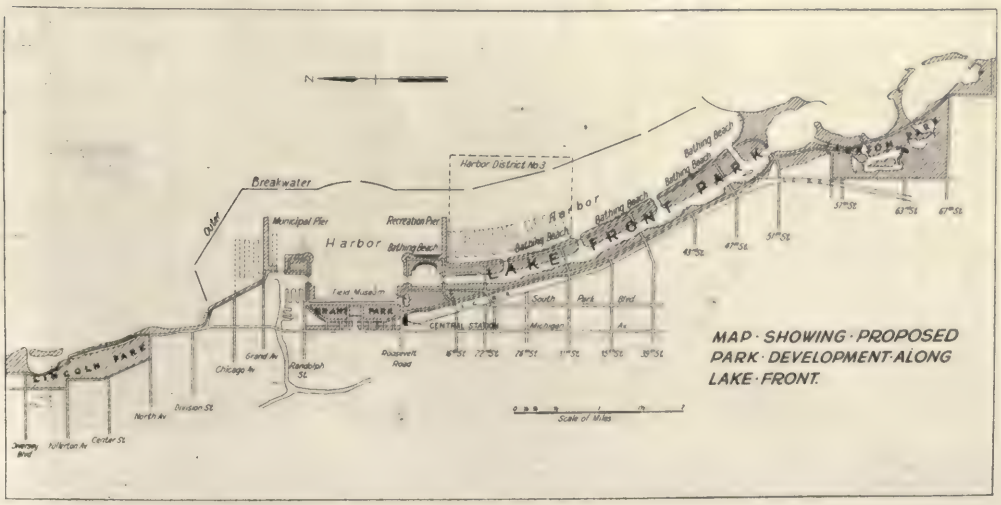
Finest Parks in the World

In the space immediately south of the Field Museum a large stadium, with a seating capacity of 100,000, has been planned and will probably be constructed in the near future. These improvements will give to Chicago a park system along the lake front unsurpassed by any city in the world.

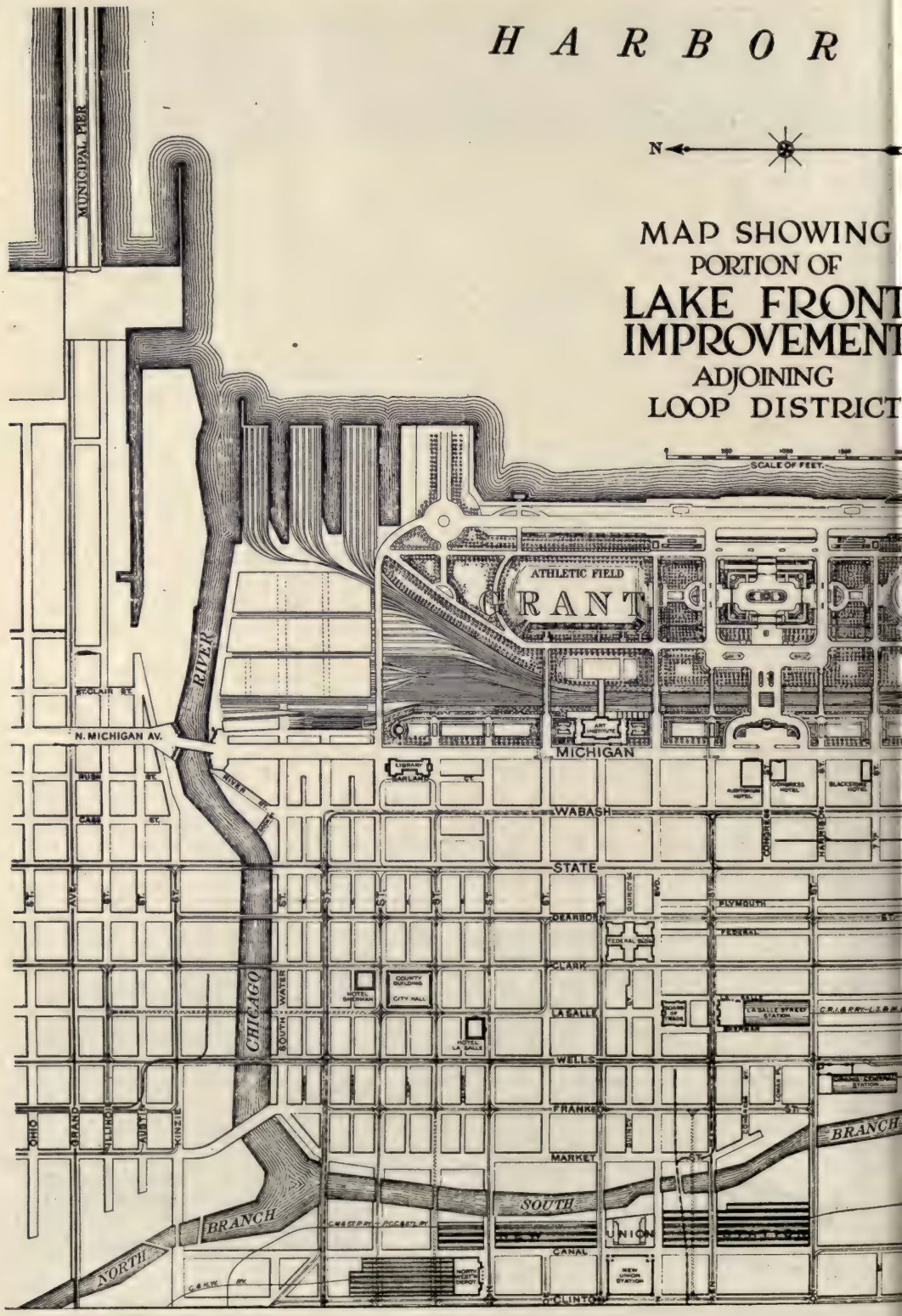
To make the park readily accessible to the citizens, provision has been made for the construction of numerous subways and viaducts across the right-of-way of the Illinois Central.

The new passenger station will be located south of Roosevelt Road and east of Indiana Avenue, which is to be widened to 100 feet.

It is essential that a passenger station have adequate means of approach, and in this respect the location chosen for the station is particularly favored. Roosevelt Road, which nearly bisects the population of the city of Chicago, is to be carried over the tracks of



MAP SHOWING PROPOSED PARK DEVELOPMENT ALONG LAKE FRONT.


HARBOR
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MAP SHOWING
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LA SALLE
WELLS
FRANKLIN
MARKET
CANAL
CLINTON
CHICAGO
SOUTH WATER
OHIO
GRAND
ILLINOIS
ERIE
KINZIE
BRANCH
NORTH
SOUTH
UNION
COUNTY BUILDING
CITY HALL
HOTEL SHERMAN
HOTEL LA SALLE
LA SALLE STREET STATION
FEDERAL
PLYMOUTH
QUINCY
CONGRESS
HARRISON
NORTH WESTERN DEPOT
NEW UNION STATION

HARBOR DISTRICT No 3.
BATHING BEACH
LAGOON
FIELD
MUSEUM
STADIUM
CENTRAL STATION
INDIANA
CALUMET
AVE.
ROAD
COLISEUM
ELEVATED RAILWAY
ST.
DEARBORN
ARMOUR
LA SALLE
WENTWORTH
PROPOSED CHANGE OF CHANNEL
ROOSEVELT
MECHANICS
SEWARD

the railway company as a viaduct 118 feet wide. When this is accomplished, it will be the main east and west artery of traffic in Chicago. Michigan Avenue, less than one block west of the proposed station, is the most used automobile drive in the world, and at present is the principal north and south thoroughfare of the city.

Lying to the east of the station will be the outer boulevard, which, because of the attractions of the natural and artificial beauty of its surroundings and absence of cross streets to interfere with the rapid movement of its traffic, will probably become the principal avenue of travel for automobiles coming to the central business district from the South Side and will serve as another very useful approach to the station.

The Roosevelt Road street car line connecting with all surface lines in the city will have a direct connection with the station and will enter Grant Park by a subway under the railway company's tracks. This connection, together with the Illinois Central suburban service, the elevated railroad two blocks distant and the boulevards previously mentioned, will make the local transportation facilities of the proposed station almost ideal.

Impressing the Visitor

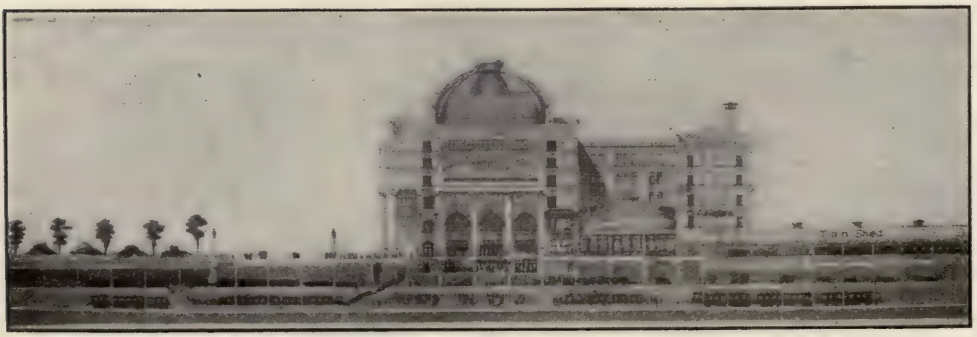
It is essential to the prestige of a city such as Chicago that its passenger terminals be of such character and so located as to add to the dignity of the city. It is also important that the environment of the station create a favorable impression upon the traveling public. It would be difficult to imagine a setting more esthetic and a location more advantageous than the one proposed for this station.

The panoramic view obtained from this location will be of a character that will impress the visitor with Chicago's greatness. The station itself will occupy an imposing site at the south end of Grant Park and will be visible from Michigan Avenue for a distance of nearly two miles.

The difference in elevation between Indiana Avenue and Roosevelt Road makes possible a most convenient development of a station on two levels. The higher, or Roosevelt Road, will form an ideal approach to a terminal with stub tracks built on that elevation. This street, being elevated, will make possible, if such a development becomes desirable, the future construction of a through station on the lower level with tracks extending under the viaduct.

It is fortunate that in the proposed location it is possible to segregate entirely the through and suburban services. In this way, it will be possible to use the suburban service as a means of approach to the station, and at the same time the growth of that service will not interfere with the facilities for the through service. It is proposed to operate the electrified suburban trains through a tunnel under the station. The suburban station and waiting room will be connected to the main waiting room by elevators and stairs. Provision will also be made for the interchange of passengers with the surface lines and the city subway system when built.

The station building will be of ample size



North and south section through station building and train shed, looking east from Indiana Avenue. This view shows the three main levels proposed in the new station. The through passenger tracks are located on the same level as Roosevelt Road Viaduct, which makes it possible for patrons to pass through the lobby, concourse and on to the train platforms without using stairs or crossing tracks. The middle level will be used for baggage, mail and express facilities and will be served from Indiana Avenue. The lower track level is occupied by suburban tracks and platforms and can also be used for a future through passenger track level.

Aerial view of the proposed Central Station, Field Museum of Natural History and proposed Stadium. Picture reproduced by courtesy of the Chicago Plan Commission.

and will contain all the modern station conveniences necessary for the comfort of the traveling public. It will be of a dignified style of architecture, in keeping with its surroundings and in harmony with the Field Museum.

A Hotel in the Plans

It is planned to construct a modern hotel on Roosevelt Road between Michigan and Indiana avenues. Provision will be made for a connection between the hotel and the station building by means of an inclosed passageway over Indiana Avenue.

The Illinois Central now owns a right-of-way 200 feet in width from the city limits northward to 51st Street, 300 feet in width from 51st Street to 41st Street and 250 feet in width from 41st Street to 31st Street. From 31st Street to Roosevelt Road, a distance in excess of two miles, the right-of-way has an average width of 635 feet.

It is proposed ultimately to construct upon the 200-foot right-of-way thirteen main operating tracks, which should be ample for all future requirements.

The coach yard, mechanical terminal, baggage, mail, express and station facilities will occupy the wide section of the right-of-way between Roosevelt Road and 31st Street. This space is ample for the combined requirements of all the roads coming into the city of Chicago.

The South Park Commissioners have already made a substantial beginning toward the construction of the Lake Front Park.

A bulkhead from Roosevelt Road to 24th Street has been constructed, and the filling of the lake between this bulkhead and the present shore line has progressed as far south as 16th Street.

Plans for the South Park Boulevard Viaduct, which will extend across the right-of-way of the railway company near 23rd Street, are practically completed, and in all probability actual construction of the viaduct will begin in a few months.

The work of constructing the stadium previously mentioned will begin as soon as building conditions are favorable.

The Field Museum of Natural History, previously discussed, said to be the largest marble building in the world, was completed in 1921 at a cost of $7,000,000.

For many years the Illinois Central has been preparing for the work it is now facing on the Chicago Terminal. The extensive Hyde Park and Kensington track elevation projects and the Grand Crossing grade separation were executed with due regard for the requirements of electrification.

Markham Yard Project

An important step undertaken in preparation for electrification is the construction of Markham Yard near Homewood. This project, when completed, will give to the Illinois Central one of the largest trunk line hump

classification yards in the world and will be used to classify all Illinois Central freight, inbound and outbound, except western line business. Interchange between steam and electric motive power for the freight service will be made at this yard.

The Randolph Street subway described in the May, 1921, number of the *Illinois Central Magazine* was constructed in compliance with the terms of the Lake Front Ordinance.

The railway company in 1921 placed in service twenty new steel suburban coaches. These were designed and so constructed that they can later on be equipped for electric operation. As soon as the suburban service is electrified they will be fitted with motors and operated as multiple unit equipment.

In the past twenty years great progress has been made in the science of railway electrification, and a number of important terminals have already been successfully electrified. In no terminal, however, is the problem so complex as the one facing the Illinois Central. In order that this highly complicated problem might be handled successfully, an electrification commission, including three of the most eminent electrical engineers in the United States, has been appointed and is now investigating all matters pertaining to this problem. The report of the commission will be completed shortly, and many matters temporarily held in abeyance can then be settled.

From the date of entrance of the Illinois Central into Chicago in 1852 down to the present time, the policy of the railroad has been one of improved service and progress. No better example of this policy can be found than the development of the Chicago Terminal, which in seventy years has not only kept pace with the industrial development of the country, but has risen to a point where it is destined soon to become one of the world's greatest terminals. The successful consummation of this great work will be of inestimable value to the citizens of Chicago, a tribute to the efforts of its many sponsors, and a monument to the energy and progressive spirit of the Illinois Central Railroad.

PASSENGER APPOINTMENTS

Effective January 15, J. V. Lanigan, General Passenger Agent, announced the following appointments: W. G. Ferstel, District Passenger Agent, 607 Merchants Loan & Trust Building, Chicago, Ill.; P. J. Mottz, Special Passenger Agent, office 53rd Street (Hyde Park) Station, Chicago, Ill.; W. W. Wilson, Traveling Passenger Agent, 309 Marshall Building, Cleveland, Ohio; H. H. Hays, Traveling Passenger Agent, 412 Free Press Building, Detroit, Mich.; E. J. Meade, Traveling Passenger Agent, 1411 Majestic Building, Milwaukee, Wis.; W. P. Wheelan, Traveling Passenger Agent, 502 Central Station, Chicago, Ill.; G. R. Kimbel, Traveling Passenger Agent, Illinois Central Station, Dubuque, Iowa.

Herbert Hoover Surveys Railway Problem

Secretary of Commerce Suggests That Nation's Best Investment Right Now Would Be in Transportation

The following statement was made by Herbert Hoover, Secretary of Commerce, before the Interstate Commerce Commission at its general rate inquiry at Washington, D. C., February 3:

IN responding to the invitation to discuss some of the problems present in your general railway investigation, I shall devote myself to three of the railway topics which especially arise from the present economic situation.

I do not need to review at length that we are recovering from the destruction and inflation of the greatest war in history, that we are suffering from the waste, the extravagance and over-expansion of the post-war boom, and that the war has brought about great shifts in the movement and price levels of commodities between nations.

Better Perspective Needed

I would, however, suggest that it might be profitable for our people to get a somewhat clearer perspective of our own, and the world's, troubles and problems. Even a superficial survey must bring us out of an atmosphere of gloomy introspection into an assuring realization that, great as our dislocations may seem to be, we relatively are in an enviable position. Our nation is unshaken, and as a people we are getting our bearings in a world of perplexing economic adjustments. While there is unemployment and lack of profit-taking, we are free of panic. We are comparatively more restless than injured. For instance, as heavy as our tax burden is, it is still less than one-half as great in proportion to our national productivity as that of the other states in the war.

The violence of our readjustment, however, is without parallel, and we sometimes tend to color our measures for the future by the depression we are in. The fact is that we must predicate all plans for the future on the ultimate return of the American people to a normal economic activity, with our annual progress in the expansion of our production, of our plant and equipment of our skill and our efficiency. There can be no question that this return will take place, and no responsible body will approach our problems on any other basis. Not one of us would submit to the charge that we were not prepared to bet against any odds upon the future of the United States. Our problem is to expedite this recovery—to speed up employment of our workers, and thereby find markets for our farmers.

Herbert Hoover

Two Factors Needed Now

If we look at the national economic situation as a whole, the greatest impulse that can be given to recovery from any source whatever is a reduction of rates on primary commodities, combined with the immediate resumption of railway construction and equipment. The first depends upon reduction of operating costs; the second, upon restoration of credit for our railroads.

One thing is absolute. Our transportation facilities are below the needs of our country, and, unless we have a quick resumption of construction, the whole community—agricul-

tural, commercial and industrial—will be gasping from a strangulation caused by insufficient transportation the moment that our business activities resume. For the past five years we have had no consequential expansion to our railway transportation machine. With but one interval of nine months in 1918 and 1919, we had a car shortage throughout the whole of the years 1916-17-18-19 and 20. This shortage rose to as high as 160,000 cars, with a corresponding shortage of motive power. We paid tremendous sums in commercial losses and unemployment in consequence. We laid it on the war. We should lay it on our lack of foresight and our antagonism to railroads.

Annual Expansion Demanded

Few persons seem to realize the amount of expansion in our transportation machine necessary to keep pace with the growth of the country. And an equal few seem to have any notion of the price we pay for not having it. Our country is more dependent upon railway transport than any other. All others have comparatively greater coast lines and internal waterways. The experience of the twenty years before the war has shown that we must build an extension of lines, including terminal facilities, additional sidings, etc., every year equal to the construction of a new railroad from New York to San Francisco. We must add at least 120,000 cars and 2,500 locomotives annually to our equipment. Since we entered the war in 1917 we have constructed at least 10,000 miles of railroads less than our increasing population and economic development called for, and we are behind in rolling stock by about 4,000 locomotives and 200,000 cars.

I wish to emphasize that, unless we can have an immediate resumption of construction and equipment, our commercial community will pay treble the cost of the whole of them in the losses of a single season. The very moment that we reach anything like normal business we shall see a repetition of car shortages, followed by an increase in the cost of coal to the consumer from $1 to $3 a ton; we shall again see premiums of 20 cents a bushel for the use of cars for moving grain; we shall in fact see a shortage of commodities to the consumer; and we shall see gluts upon the hands of the producers. We shall see factories filled with orders again closed for lack of cars; we shall see large intermittency in employment; and we shall see the usual profiteering in commodities due to a stricture between the producer and consumer.

What Such Shortages Cost

There would be no difficulty whatever, by basing such losses on the experiences we have already had, to calculate a loss to the American people of a billion dollars for each one of these periodic transportation shortages.

Furthermore, there is nothing that is so irrecoverable a loss to the nation as idle shops and idle men. Today we have both. There is nothing that will so quickly start the springs of business and employment as an immediate resumption of construction and equipment of the railroads. When business does resume, we shall need all of our capacity for the production of consumable goods. We shall not only find it strangled for lack of transportation, but we shall find ourselves plunging into the manufacture of this very railway equipment and construction in competition with consumable goods for materials and labor. Herein lies the basic cause of destructive price inflation and booms, with all their waste and over-expansion. In times of depression, we should prepare for the future, and by doing so we can cure the depression itself.

How Confidence Was Lost

If we examine the fundamental reasons for failure to resume equipment, we will find them in the loss of confidence in railroads as an investment and the competition of tax-free securities. We have passed the period of credit strain in this depression. Surplus capital is pouring by hundreds of millions monthly into tax-free securities and foreign loans, and yet our railroads are unable to finance the most moderate of construction programs. The confidence of the public in railway investments was at so low an ebb before the war that finance by the issue of common and preferred stocks had become impossible, and railway expansion was living on bond issues. The confidence of an assurance and continuity in earning power to cover this burden of bonds has been even lowered since the war began because of the uncertainties of both rising and falling prices, of rising and falling wages, of rising and falling rates, preventing all regularity of earnings upon which an investor could be convinced, even if no other difficult factors entered into the problem.

I see no occasion to go into the labyrinth of past railway finance, its propriety or lack of propriety, its foolishness or its skill. That generation is gone by. This commission approaches the financial problems of the railroads

upon the actual value, not upon their issues of securities and I take it we are living for the future, not the past. We want transportation, and we want it with the values of private initiative and clean public service.

Roads Will Make Money

If we look to the immediate future, with its complete necessity of paring the railway earnings down to little more than bond interest, until we give relief to the shipper (and thus the primary foundation to business recovery), I can see little likelihood of convincing the investor as to his margins of safety. There is an atmosphere that our railroads will never again earn profits, and that they are not as an industry worthy of investment, and that, because private investors will not come to their assistance, nobody can do anything.

Far from its being impossible for our railroads again to return to a profitable footing, I believe it is possible to demonstrate that on an average they will become very profitable. If we assume that the reduction of prices and wage levels will settle at a plane no lower than 50 per cent over pre-war, and if we assume that the present rates are to maintain, and if we assume restored traffic, then the earnings of our railroads would exceed 15 per cent on the whole of the commission's tentative valuation. Surely there is room here for safety to investment, as well as relief to the shipper.

But the circumstances being as they are, confidence being at a low ebb, we do not have the equipment necessary for our business. We are driving headlong for a setback to our whole commerce the very moment that we begin to get on our feet.

Courageous Program Needed

In these circumstances, it seems to me vital that the railroads, as our greatest industry, should propose a courageous program of broad-visioned betterments, and, if necessary, the government should consider giving the use of its superior credit. It would not cost the taxpayer a cent to give the government guaranty to equipment trusts upon the primary responsibility of the railroads, the proceeds devoted entirely to improvement and equipment. This is no proposal to take money from the taxpayer. It is a proposal to save him from paying treble the amount of his guaranty in profiteering and losses. It will render a reduction of rates earlier, for unless something is done the improvements will have to be paid over years out of increased rates. Nor would we lose a cent upon the guaranty, for if American railroads cannot earn interest upon their borrowings let us throw up our hands and prepare for a second Russia.

A real program of construction would, in its various ramifications, give relief to five or six hundred thousand of our unemployed. It would enable even added numbers to increase the standard of living, and thus give increased market to the produce of our farmers. Our farmers who look to foreign markets for their surplus should stop to consider that our home consumption of meat decreased nearly 7 pounds per capita in 1921, mostly owing to unemployment, and that if this decrease could be overcome it would be worth more than a 35-per-cent increase in exports.

Money Needed More at Home

We talk glibly of giving billions of credits to foreign countries to increase our farm exports. I wish to say, with all responsibility for the statement, that a billion dollars spent upon American railroads will give more employment to our people, more advance to our industry, more assistance to our farmers, than twice that sum expended outside the frontiers of the United States—and there will be greater security for the investor.

Finally, I want to refer to the veritable witches' cauldron which is being fed constantly with hates distilled from the misdeeds of railway promoters in the past, from the conflicts between the railroads and the farmers, between the railroads and their workmen. From all the confusion that arises from it we destroy our railroads and destroy ourselves. With this commission, on one hand, assuring

It's Up to You

I'm strong for the fellow who tackles his part
With courage and vigor and resolute heart;
Who is proud of the work he is given to do
And proud that folks know he will see the thing through;
Who goes boldly forward and sticks to his pace,
Considering slacking or failure disgrace;
Who refuses to quibble or straddle or duck
Any shade of his duty by "passing the buck."—SELECTED.

honesty in finance, justice to the shipper and the railway investor; with the Railroad Labor Board assuring justice to workers, and, above all, with a greater spirit of public service in our generation of railway managers, it is time to call off the witches and take some vision of our national situation if we are to pull ourselves out of this depression.

Before entering upon the question of readjustment of rates, I wish to set out some factors in the present economic situation that bear upon the entire question.

A Comparison With 1913

The following table shows a few commodities and service groups, compared to 1913 as 100:

Farm crops (at the farm)	98
All animals (at the farm)	92
Retail foodstuffs	150
Cotton (at the farm)	136
Wool (at the farm)	101
Retail clothing	213
Steel billets (Pittsburgh)	113
Copper	86
Zinc	90
Pig iron (Pittsburgh)	128
Bituminous coal (at the mine, estimated 4 districts)	160
Bituminous coal (retail, various localities)	198-220
Yellow pine lumber (at the mill)	189
Douglas fir lumber (at the mill)	125
Lumber (retail, partly estimated)	200
Cost of living, variously estimated from	162 to 180
Wage scales (approximate)	
Farm labor	135
Textile industries	210
Steel industries	150
Railroads	200
Metal trades	218
Building trades	190
Coal mining	173

This table at once demonstrates:

(1) The inequality in prices and wages between different groups of commodities;

(2) The great increase in spread between "producer's" and "consumer's" goods;

(3) The lag in wage scales.

Some Producers Hard Hit

As the population engaged in the "deflated" producer's goods—agriculture, and metals, wood, etc.—comprises one-half the total in number of the nation, its power to buy the same ratio of consumer's goods has been reduced to less than 70 per cent of pre-war, and is the consequent cause of a large part of the industrial and commercial unemployment and stagnation in our cities and our transportation.

I wish especially to call your attention to the indicated enormous increase in "spread" between primary producer's and ultimate consumer's goods. In considering it, we must bear in mind that when we use 100 for both consumer's and producer's goods of 1913, we have already included the spread between producer and consumer at that period. I therefore believe that the index numbers indicate an increase of 100 per cent in the actual spread. It is right here where the most of our economic difficulties lie today. Our increased cost of manufacture and distribution bears two relations to the rate question: first, the increase of rates of from 30 per cent to 100 per cent in different commodities is part of it, and is in turn partly caused by it; and, second, the increased rates bear very unequally on different groups in the community.

Taxes Help Cause "Spread"

If we search for the cause of this increase of spread we shall find therein a vast complex of increased taxation, increased wages, rents, and a dozen items, all reacting upon one another, and also expressing themselves in increased cost of operating the railroads. For instance, the total increase in national, state and municipal taxes since 1913 is approximately $5,640,000,000. At the present purchasing power of the dollar, our total national productivity is probably somewhere around 50 billions of dollars, of which more than 10 per cent must now be devoted to increased taxes. This sum of money must be obtained from either the producer or the consumer, and in any event a considerable part of the taxes contributes to widen the spread. Because the increase in spread due to taxes necessitates a spiral of increased wages, rents, etc., before its force expends itself, my own opinion is that possibly 20 points in the distorted index number flow from increased taxes.

The increase of railway rates since 1913 in Class I railroads of 1921 is about $2,600,000,000, of which about $1,400,000,000 is due to wage increases and about $160,000,000 to tax increases. If our traffics were normal, the total increase of rates would be more like $3,500,000,000. These sums enter into this increase in the spread and carry with them a further trail of increased living costs and again a spiral of higher wages, rents, etc., in all other branches of manufacture and distribution.

False Hope for the Farmer

There are other causes of the increased

(Continued on Page 120)

Illinois Central System Says Service Is Keynote in Handling Freight

The freight service of the Illinois Central System is founded upon prompt and regular movement of freight and the considerate treatment of patrons' wants by an organization which strives to render a service of satisfaction. We hold those to be the requisite elements of freight service.

The Illinois Central System is among the leading railroads of the country in handling perishable freight. Fruits from the tropics arriving by steamships are moved north from the port of New Orleans in solid trainloads for distribution to marketing centers throughout the country. Domestic fruits and vegetables produced in Louisiana, Mississippi and Tennessee are loaded at stations on our lines and shipped to principal points throughout the United States and Canada, moving largely in solid trainloads. Vegetables from the Rio Grande valley of Texas move in substantial volume through the Baton Rouge gateway and are handled by the Illinois Central System from Baton Rouge to principal points in the North and East. Solid trainloads of meat and packinghouse products are handled between Omaha, Sioux City and Chicago. Through trains from Council Bluffs to Chicago carry California vegetables and fruits.

Transportation of quality and quantity is an essential for the well-being and development of trade in commodities commonly classed as perishable freight. Without rapid and dependable transportation service consuming centers would have to depend on supplies from relatively nearby points of production, and trade generally would be contracted. The accurate maintenance of schedules is important in handling perishable freight. As an example of the kind of service rendered by the Illinois Central System, it is worthy to note that during the past six months our fast freight trains handling perishable and other high-class freight long distances have made scheduled early morning deliveries 99 per cent on time. A bureau in the office of our car accountant at Chicago receives telegraphic advices of the movement of cars loaded with perishable freight and is able at any time to furnish shippers of such cars or consignees the exact location and probable time of arrival or delivery to connecting line.

Fast merchandise trains are operated out of all the principal cities on the Illinois Central System on schedules which enable specialization in forwarding the freight the same day received.

The Illinois Central System also ranks among the leaders of the railroads in originating coal and lumber traffic. This class of traffic does not require such rapid movement as perishable freight and merchandise, but does require regular and dependable service, which we are enabled to give through a well-equipped transportation plant and special attention to the freight movement. To a large extent these commodities are classified into solid trains and handled long distances intact, thus minimizing detention at terminals.

Not all cars are handled without delay. Delays occur from causes beyond our control—others from causes under our control. The delays, however, are extremely small, taking into consideration the thousands of cars handled daily. A loaded car found delayed is immediately placed in a preferred class, through special carding and notation on waybill, and handled in fast freight trains to avoid further delay and, if possible, to overcome that already sustained.

We are continually adding to our equipment in the effort to keep abreast of traffic demands. We own 1,700 locomotives and 69,127 freight cars. Since the return from federal control we have purchased and received 150 locomotives, 1,000 refrigerator cars, 300 stock cars, and 200 flat cars. We have recently placed orders for 2,000 additional gondola cars and 1,000 additional refrigerators.

We are striving constantly to perfect all departments of our service. We realize that our worth to the public is measured by the service we give, and we invite the public to call upon us for any service, small or large.

Constructive criticism and suggestions are invited.

C. H. MARKHAM,
President, Illinois Central System.

Centralia, Ill., Employes Owners of Homes

Fully Half of the 1,700 in City Illinois Central Founded Are Safely Out of the Renter Class

A COMFORTABLE home is one thing that makes a railway man appreciate life. It is a place where he can plant a garden, have flowers, practice any hobby he may have; it is a place where he can rest after his run or after his day's toil.

The employes of the Illinois Central at Centralia, Ill., realize the value of homes. There are about 850 employes' homes in that city, and about 1,700 names appear on the company payrolls. That is 50 per cent, and a mighty good showing. This percentage is increasing steadily. At present, there are thirty new homes for Illinois Central employes under construction in Centralia.

The majority of the employes' homes in Centralia were not erected originally for them. When one found himself financially able to invest in real estate, he usually pur-

Engine No. 232 and some of the employes in the shops at Centralia, Ill., in 1880. *Left to right, on the engine: R. H. Horn, machinist apprentice, now on the pension list and living in Chicago; Emory Palmer, engineer; Otto Junkerman, tinner and piper apprentice; Billy Davis, blacksmith apprentice; John Perfer, painter apprentice, deceased. Left to right, on the ground: David Oxley, first master mechanic at Centralia, deceased; Art Teets, messenger boy, now a flagman on the Iowa division; George McMillan, machinist apprentice, now living in the West; Charles Stein, machinist apprentice, now living in Los Angeles, Cal.; Stuart Freeman, machinist apprentice, now living in the East; William Renshaw, machinist apprentice; Peter Hoag, blacksmith foreman, deceased; Jake Eggar, boilermaker foreman, now on the pension list; Harry McMillan, boilermaker apprentice, still residing in Centralia; and Pat Brennan, boilermaker apprentice, now an engineer in New Mexico.*

Geo. Goggin, Ice House Foreman
320 W. 3rd, North
D. L. Carlyle, Conductor
714 E. 1st St.
L. C. Sapp, Switchman
600 Bl. No. Hickory
H. G. Adams, Conductor
1318 Melrose Av.
J. O. Craig, Coal Inspector
235 No. Pine
O. Buckner, Timekeeper
233 No. Pine
Fred D. Eller, Carpenter Foreman
219 No. Cherry
Geo. Curfman, Cashier
315 Linden Av.

chased a home that he could move into immediately.

Back Pay Used to Buy Homes

Back pay was probably one of the biggest factors in enabling the employes at Centralia to own their homes. Many of them used that money as a first and substantial payment. The back pay, in some cases, ran into hundreds of dollars, and with an initial payment like that, it was possible to arrange convenient monthly payments.

The real estate dealers of Centralia took advantage of the opportunity, and encouraged all the employes who could to invest in a home. The dealers profited, the employes profited, Centralia profited and the Illinois Central Railroad will profit in the long run. There is no better citizen and employe than the one who is contented, and a home goes further toward creating content in a man than anything else.

Those employes who bought homes in Centralia at the time of the receipt of the back pay find now that they are experiencing no hardships in keeping up the monthly payments. The average payment is near $40, about the amount that rent would cost. In several years they will have their homes as receipts for their money instead of many pieces of paper with the inscription, "Rent Paid."

Employes' Homes Are Well Kept

The railway men in Centralia take great pride in their homes. These homes are among the best-kept pieces of property in the city. The lawns are beautiful, and in many cases indicate that the company's chief gardener, H. S. Moulder, has been consulted in regard to effective decorations. He is liberal in his advice, although his time is too limited to help in the actual work. He has expressed a willingness to be of any service possible to the employes in beautifying their homes when such service does not interfere with his duties to the company.

When looking at the lawns about the homes in Centralia, one can imagine many an employe down on his knees over a flower bed, pulling weeds or pushing a lawn mower. The grounds are just that well-kept.

Credit for the neat and clean appearance of the houses must also go to the wives of the employes. In most cases, everything is spotless, and the arrangement of the furniture in the rooms lends a complete appearance of comfort. The windows sparkle in the sunlight, giving the impression that they are made of diamonds instead of glass, and the dainty, snow-white curtains peeping from each edge make a beautiful setting.

In taking the accompanying pictures of employes' homes in Centralia, no attempt was made to select merely the finest or the most beautiful. Just a few in various parts of the city were caught by the staff photographer to typify the general class of dwellings of the Illinois Central employes in that city.

Centralia a Prosperous City

The life and prosperity of Centralia parallel the life and prosperity of the Illinois Central Railroad. The growth of the railroad has mirrored itself in the growth of the city.

Centralia was planned and founded by the Illinois Central in 1852. That point was to be one of the terminals of the railroad, and a city there was necessary for the convenience of the employes.

Old and new pictures of the facilities of the company at Centralia illustrate the great

INKID SAYS—

J.G. Warnecke, Div. Storekeeper
603 S. Poplar
W. H. Webster, Train Lister
220 N. Cherry
Walter Schlinkert
Supervisor of Scales
202 N. Walnut
Henry Hileman, Engineer
129 N. Beech
G.W. Brotherton, Machinist
210 N. Walnut
J.H. Miller, Supervisor
So. Cheny
Conductor Farris
H.H. Banks, Engineer
321 Leafland
Av.

strides progress has made. The first roundhouse and shops there would certainly prove inadequate to take care of the business handled now at that terminal.

And Centralia, with a present population of 17,000, is growing to such an extent that the business buildings there are proving too few to take care of the increasing demand for space. Many new buildings are under construction in the business district.

When the old Illinois Central shops were torn down, a large space of land was opened in the heart of the business district. At present four buildings have been completed or are under construction on this land. One of them, a warehouse, is owned by F. T. Gibbs, trainmaster of the Illinois Central at Centralia.

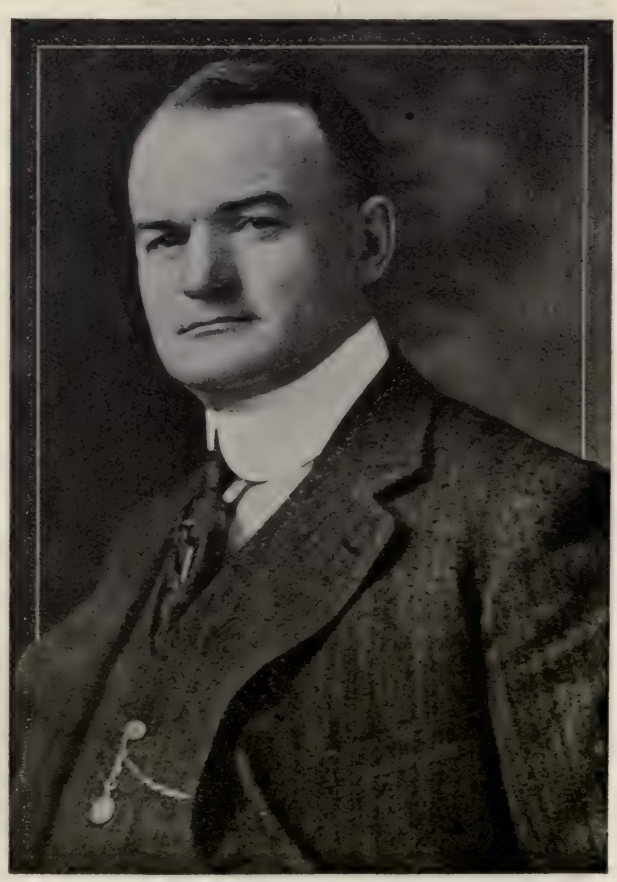
L. A. Downs Delegate to Meeting in Italy

"A signal honor has been conferred upon L. A. Downs, vice-president and general manager of this company," says the January issue of the *Right Way Magazine* of the Central of Georgia. "He has received notice of his appointment as one of the eight American delegates selected by the American Railway Association to attend the International Railway Congress, which will meet in Rome, Italy, next April. This Congress meets every five years, but owing to the war there has been no meeting since 1910.

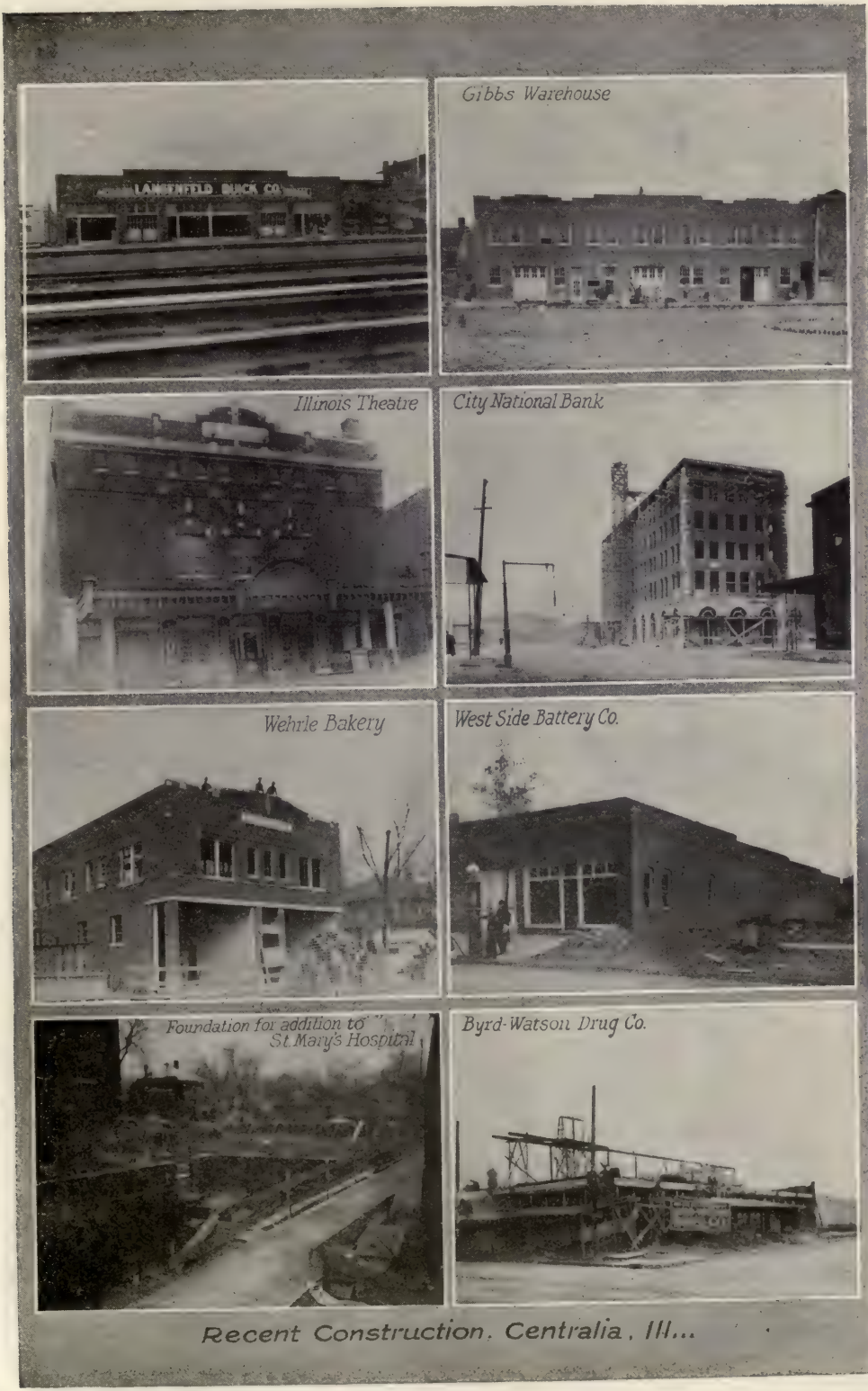
"At the Congress there will be representatives from all nations. From the United States there will be only eight delegates, and as there are a large number of railroads in this country, it is obvious that most of them will not be represented at the Congress by one of their officers, and the appointment of Mr. Downs as a delegate is very complimentary to the Central of Georgia Railway."

Mr. Downs is an Illinois Central product. Born at Greencastle, Ind., May 9, 1872, he was graduated from Purdue University in 1894 and entered the employ of the Illinois Central in 1896, serving in the engineering department. He served successively as assistant engineer, roadmaster, assistant chief engineer maintenance of way, and superintendent of the Iowa, Minnesota and Kentucky divisions. In 1915 he was made general superintendent of the Southern Lines. In 1917 he was made general superintendent of the Northern and Western lines, and in 1919 he was made assistant general manager, a position he left to go to the Central of Georgia March 1, 1920.

A New Deadline for Our Magazine
(See Page 7)



L. A. Downs



Recent Construction, Centralia, Ill...

General Pershing's Recent Visit to Illinois

Delivers Addresses at Springfield and Champaign; Compliments R. O. T. C. at the State University

ONE of the notable things about the general of our army, John J. Pershing, is that he often gets away from his headquarters in Washington and travels about the country, rubbing elbows with his fellow countrymen. The best part of it is that he seems to enjoy it greatly, and that the men, women and children with whom he comes in contact on these trips also enjoy it, for he, in his position at the head of our army, personifies the power and patriotism of our country.

General Pershing made one of these trips to Illinois in February, spending February 11, 12 and 13 in the state, to the great enjoyment of all those who had the opportunity of seeing and hearing him.

Pershing is the possessor of many distinctions. One is that of being the only American general who ever held that rank on the field of battle, or while in active command of an army in the field. Peyton C. March and Tasker H. Bliss, both generals of the late war, did not hold the rank in active service overseas, and Pershing was the only one whose rank was confirmed by the Congress after the war. Another notable distinction which General Pershing has is that no military act of his, from the time he entered West Point to the present, was ever criticised by an expert writer on military subjects. Considering the few men who have had, in the entire history of the world, the wide military experience that General Pershing has had, the lack of criticism of him constitutes one of the remarkable things about the record of this very remarkable man.

The American generals preceding Pershing were commissioned at that rank on the following dates: Grant, July 25, 1866; Sherman, March 4, 1869; Sheridan, June 1, 1888, while he was on his death-bed. Washington's title as general was from the Continental Congress, and he does not rank as a general according to the present definition. In the United States Army a general is the commander of all the military forces under the President, who is by the constitution the titular commander-in-chief of both army and navy. The office of general exists only when created by special laws, and has been held only by General Grant, Sherman, Sheridan and Pershing, who was made a maJ-

General John J. Pershing

or-general September 25, 1916, and a general October 6, 1917, during the war. Pershing was confirmed by the Senate as "general of the armies of the United States" September 4, 1919.

Pershing is 62 years old and was born in Missouri. He is one of the most widely known men in the world. His face and figure have been made familiar to the average person by the number of pictures of him that have appeared in every newspaper and periodical. However, to one who never saw him in person there is in store a surprise, for General Pershing is much taller than his pictures make him appear to be. Tall, erect and without a pound of extra flesh on his body, his appearance is pleasing to the eye of every American because he looks the great part which he has played, and is playing, in the affairs of our national life. Wherever he goes his great popularity is most apparent. Mingling with all classes of people, never sparing himself, and talking, as he does, the necessity of instilling in all citizens respect for constituted authority, respect for the aw, and unalloyed patriotism, he is a great asset to the nation.

General Pershing and President David Kinley of the University of Illinois. Picture taken in front of President Kinley's home February 13.

Had Busy Visit to Illinois

General Pershing was a busy man during his visit to Illinois. On February 11 he witnessed the matinee performance of "A Buck on Leave" at the Auditorium Theater, Chicago, and greeted his friend and double, John J. Kelly, who takes the part of General Pershing in the play. He also congratulated the star of the play, Sergeant Pat Barnes, and told him that the play was better than when he saw it in France at the close of the war. He jocularly admonished Mr. Kelley to be very careful "because," he said, "you look so much like me that you could ruin my reputation."

At Springfield February 12 General Pershing delivered an address on Abraham Lincoln. Among other things, he said of the life of Lincoln:

"In considering his life and his many-sided genius, little has been said of his grasp of military affairs except by way of criticism. As commander-in-chief of the armies of the North. his was the burden of the war. It was vital to the nation to direct aright the energies of a people unprepared for war in the struggle for the preservation of the union.

"Without military training or equipment. but with a fund of common sense and an exceptional capacity for concentrated thought upon any subject that came up for determination, he was called upon to consider grave

questions of strategy in the conduct of the war. Considering his own experience in the contests of life, he clearly saw and understood the important moral factors upon which victory ultimately depends, and became a master of the fundamental principles of war."

General Pershing read extracts from President Lincoln's correspondence with generals in command of the Union armies to show the military responsibilities that fell upon the shoulders of the "commander-in-chief."

"The letters that I have read," said General Pershing, "show the impress of Lincoln's thorough study of the conduct of war. They sound like the words of a trained strategist. It is astonishing that such mature wisdom should be found in a man who up to a few years before had given no thought to the art of war.

Lincoln as a Military Strategist

"But, after all, military sagacity is but the application of common sense, through the exercise of which all principles of strategy have been evolved, and Lincoln's fund of common sense seemed inexhaustible. Time and again he gave counsel to his successive commanders, on the Rappahannock, at Gettysburg, which demonstrate the clarity of his judgment and his accurate grasp of situations."

On the morning of February 13 General Pershing made a speech before the Illinois convention of the Pike's Peak Ocean-to-Ocean Highway Association at Springfield On this occasion he said that the A. E. F. had left the roads in France within their sector in better condition than they had received them.

"We spent millions of dollars in keeping up the roads," he said. "A transcontinental road for military purposes is the present lack of this country. Should an enemy blow up our mountain passes in the west, destroying the railway tracks, what means would we have for moving troops, unless we have a military highway?

"If Grant had had good roads there would not have been such great difficulty in bringing the Civil War to a successful end.

"On behalf of good roads, I would also invoke the spirit of Abraham Lincoln. He would favor good roads. His experience at Old Salem, which we visited yesterday, would surely secure him for every good road move.

"There are some folks here from Hannibal, Mo. I'm from Missouri, too. I lived on a farm there, and it was all we could do to haul our farm wagon sometimes. It sometimes took three hours to get the hind wheels out of a mudhole as we waited till someone came along to whom we could 'hook on.'

A Highway Named for Him

"I am thankful for the honor you have done me in using my name for your association, and I hope it may never be handicapped for that reason."

The general was introduced by J. D. Clarkson of St. Joseph, Mo., general manager of the highway. He told the state convention that General Pershing had permitted the highway to call its road "The Pershing Transport Route" three years ago, but it remained for this day to witness the "baptismal ceremony." The highway passes through General Pershing's home town of Laclede, Mo.

General Pershing arrived at Champaign on the afternoon of February 13, accompanied by his aide, Colonel John McCauley Palmer of Washington, Colonel Earl Thornton of Chicago, and Senator William McKinley. He and his party were met at Champaign by a party of Illinois Central officials, composed of Charles M. Kittle, senior vice-president; H. B. Hull, assistant to the president; John G. Drennan, district attorney, and J. W. Hevron, superintendent, who accompanied him and his party to Chicago on Illinois Central train No. 2 that evening. Robert F. Carr, president of the Dearborn Chemical Company, was also in the party from Chicago. Colonel Palmer is a son of John M. Palmer, who was at one time corporation counsel of the city of Chicago and who died in Chicago, and a grandson of Governor John M. Palmer of Springfield.

In the afternoon General Pershing was the guest of the citizens of the twin cities of Champaign and Urbana and the University of Illinois. He was driven to the armory, where he saw for the first time the largest Reserve Officers Training Corps unit in the world—the university brigade—which is composed of all first and second year men in the university. He was introduced by Senator McKinley of Illinois and delivered an address. In the course of his remarks, he paid a great compliment to the Reserve Officers Training Corps of the University of Illinois. He said he could not say it was the

best in the country, but from what he saw he believed it soon would be.

His address at the armory, in part, follows:

Insurance Against War

"We are attempting, in the United States Army, to build up a system which will not again find us unprepared in case of an imperative call to war such as we had in 1917. The divisions which fought so valiantly through the world war are being maintained, thanks to a good law passed by Congress, and we are going to keep them fit by earnest work and loyalty among the citizens of America. But those ranks will thin out as years pass and it is to the well trained and efficient men of these great university R. O. T. C. camps that we are looking for the future.

"I have been told by President Kinley that the discipline and obedience to duty which military training brings to every man has an excellent reaction among the student body here. I believe that it is one of the best influences you can have here because military training brings two things which are necessary to success, discipline and confidence in one's own ability. Without those two attributes no one can be successful and with them one may conquer."

The general spoke of his work while training cadets at the University of Nebraska, mentioning a rifle team he trained there which won the national championship. He also told, in speaking of the huge armory, of an airdome in Germany which the American army of occupation used while there.

"I reviewed the Thirty-third division in that airdome," he said, "and that division of 30,000 men hardly made an impression in the vast floor space of the place. I would like to say that the work of the Thirty-third division was such that every man who served under its banner should feel proud. Its record will go down in history as one of great merit and distinction."

At the conclusion of his address he presented medals to the men who had won honors at the summer training camps last summer. He was driven through the cities of Champaign and Urbana, visiting all of the schools. The school children were out in the street expecting him. At each school he left his automobile and walked among the children. He also visited the livestock exhibition of the agricultural department of the university. In the display of livestock was the champion Jersey milk cow of the world. He inspected the buildings of the university and expressed himself as being greatly impressed by them, particularly the engineering department. Following this inspection he was entertained at tea at the home of President and Mrs. Kinley of the university. All in all, it was a great afternoon for General Pershing; also for the people of Champaign and Urbana.

Illinois Central Men at the Rotary Club

The Lincoln celebration by the Rotary Club at Champaign was held February 13, which was "Pershing Day" at Champaign. The Champaign Rotary Club is a thoroughly representative organization of 100 business men. The railroads are represented in the club by Superintendent J. W. Hevron of the Illinois Central, and to him fell the honor of being the chairman in charge of the meeting on "Pershing Day." There were quite a number of distinguished guests present from a distance. The speakers were Senior Vice-President Charles M. Kittle of the Illinois Central System and Professor D. K. Dodge of the University of Illinois.

Mr. Kittle spoke of the earnest desire of

An attraction at the University of Illinois—Raleigh's Sybil, born March 29, 1915, now world's champion Jersey, with a record of 18,847 pounds of milk and 863.33 pounds of butterfat in 365 days. This yearly production of milk would fill 222 10-gallon cans. At the age of 3½ years she won the silver medal for a year's production from the American Jersey Cattle Club. Her record at that time was 13,443 pounds of milk and 610 pounds of fat. She was developed and is owned by the University.

the officers of the Illinois Central System to know the transportation wants of the patrons of the road. He said: "We want to know your troubles and assist you as far as we can in adjusting them, and we also want you to know our troubles, and we request your assistance in adjusting them." He explained that the railroads are in the hands of the public, and he made an appeal for the co-operation of the public and a "pull together" movement for the common welfare of all.

Mr. Kittle assured the members of the Rotary Club that the management of the Illinois Central appreciates the friendship and support of the people of Champaign County greatly and is anxious to help in every way that it can in the upbuilding of the city and the territory served by it.

Superintendent Hevron's Speech

In introducing Professor Dodge, Chairman Hevron made a very good speech on Lincoln. In part he said:

"In looking around for a program for today, the thought occurred to me that we could well afford, for one day, to lay aside our usual discussions of the present-day problems and do honor to the great American and citizen of the world, Abraham Lincoln, who was born 113 years ago yesterday, and the anniversary of his birth is being observed today, not only in practically every state in the Union, but in foreign countries as well.

"I presume every boy is a hero worshipper to a certain extent. The name of Lincoln was indelibly impressed upon my memory from early boyhood, possibly from the fact that I was born and reared in the same neighborhood in Spencer County, Indiana, where Lincoln, as a youth, spent thirteen years of his life before emigrating to Illinois. Spencer County is also the last resting place of his mother, Nancy Hanks, and his only sister, Sarah Lincoln.

"Anecdotes of Lincoln's early life were numerous in Spencer County. I well remember visiting my uncle, Joseph C. Richardson, whose father was a neighbor of the Lincoln family and who attended the backwoods school with Lincoln, but not for a very long period. Mr. Lincoln said himself that during the thirteen years he lived in Spencer County the total time he spent in school would not have aggregated more than four

J. W. Hevron

months. Among the most cherished possessions of my uncle was an old Webster's speller, and written by Lincoln upon the fly leaf of this book were these words:

> Abraham Lincoln, his tongue and pen,
> They will be great, but God knows when.

"Abraham Lincoln was a Rotarian. While our organization proper has only been in existence the comparatively short period of seventeen years, the principle of Rotary is over 2,000 years old. Lincoln was a Rotarian in principle, exemplifying by his every thought, word and deed the ideal of our organization—service above self—so much so that he sacrificed his own life on the altar of freedom and an undivided country, but left to us Americans and the world at large a heritage that will never perish. It is therefore fitting that we, in our humble way, today partly acknowledge the debt of gratitude we owe him."

Professor Dodge delivered a most instructive address upon the interest which Lincoln took in agriculture and the surprising knowledge that he had of agriculture. Among other things he said that Lincoln did not have a quick mind—that he was slow to make up his mind, but when once he made it up he rarely if ever changed it.

A Soldier's View on Loyalty of Employes

Major Robert L. Montgomery, Our Agent at Natchez, Miss., Comments on President's Letter of December 20

Robert L. Montgomery agent at Natchez, Miss., has been a good soldier for his country; for thirty-three years he has been a good soldier for the Yazoo & Mississippi Valley Railroad Company and for the Illinois Central System as a whole. Major Montgomery, who served in the infantry during the World War and who includes in his record an assignment as commanding officer of Fort McPherson, Ga., has written for the Illinois Central Magazine his reaction to Mr. Markham's letter of December 20 addressed to the employes of the system. Major Montgomery's letter follows:

Major Robert L. Montgomery

MR. MARKHAM'S letter of December 20, 1921, addressed to the employes of the Illinois Central System, published in the *Illinois Central Magazine* for January, calling attention to the campaign of abuse and vilification to discredit the managements of the railroads, including the Illinois Central System, that has been waged by certain men claiming to be leaders of organized labor, has aroused serious interest within me, as I am sure it has in others who have that staunch feeling of fidelity toward the interests of their employers which has been engendered by many years of harmonious service in which honesty and fair dealing have been the rule mutually practiced by employer and employe.

A Call for Testimony

Mr. Markham's very frank and kindly letter has been uppermost in my mind since I first perused it, and I have felt that, probably because of my many years' service in the transportation department, I was in a position to refute, at least as far as the Illinois Central is concerned, some of the charges; but my natural inclination has always been to refrain from thrusting myself into undue prominence, unless and until some real good might follow and my sense of right and justice rebelled at silence.

A feeling of loyalty, deep set and of long standing, which should never have been suppressed, has overcome my timidity since reading the last issue of the *Illinois Central Magazine*, and I want to express my public disapproval of any campaign by any man or any set of men to discredit the management of the Illinois Central System in the eyes of the public, and I do not care whether these men are members or leaders of organized labor or not.

With the exception of the three years I served in the army of the United States, 1916 to 1919, during the Mexican border trouble and the World War, I have been continually in the service of the Illinois Central System for thirty-three years, and I am therefore in a position, from long experience and intimate knowledge of things concerning it, to speak advisedly.

Does Not Believe Charges

I do not believe that the charge of Mr. Warne that the management of the Illinois Central is profiting through contracts with supply companies made at excessive prices can be supported by creditable evidence. I say "against the Illinois Central System," because it is not excepted by Mr. Warne. Neither have I the least suspicion that our management is violating the law which prohibits the granting of rebates and concessions and the practice of

discrimination. Insofar as granting to favored shippers free transportation in violation of law and the payment of false claims to favored patrons is concerned, I am in a position to state that I do not believe that a scintilla of evidence can be produced to bolster up such an accusation. On the other hand, since the present management has been in charge of the affairs of the Illinois Central System, I have had a personal and intimate knowledge that the law in reference to the granting of free transportation has been observed religiously and that the payment of claims for loss and damage to freight has been so jealously guarded by those in charge of such payments as to preclude a suggestion of suspicion.

I have no hesitancy in saying that there is not a doubt in my mind that our people have had suggestions of material advantage that might accrue to us through the granting of free transportation and the payment of false claims; they have, in my many years of service, been made to me, but that they have been invariably, firmly and absolutely rejected seems to me beyond a question of doubt.

Would Not Serve Otherwise

I believe firmly in the integrity of the management of the Illinois Central System; I am proud to be able to say this honestly and without reservation. If I put credence in the wild, unsustained accusations of men who call themselves "leaders," if I believed that their vilification, spread in an irresponsible way broadcast over the country, was deserved, I would consider it a shameful thing to work for such employers, because I would be continually reminded of the old and homely but true adage: "If you lie with hogs, you will get fleas on you."

There is no question that we have, for the most part, the most earnest and loyal organization of employes on the Illinois Central System, that most of them are firmly imbued with the conviction that they are working for one of the best railroads, if not the best railroad, in the world, and that it and its management are worthy of true allegiance. This, then, being the situation, I believe it is our bounden duty to deprecate any tactics by any one designed to throw obstacles in the way of railway development and to prevent the increase in efficiency of railway service so essential to the maintenance of the greatest possible number of men at steady employment, at good pay and under good working conditions. Nay, more, I would repudiate men who make irresponsible accusations against our employers with the deliberate attempt to bring about disloyalty. There is no good that can possibly come to us from such attempts. I have no sympathy with the motive that prompts such attempts, nor part or parcel with such scurrilous methods.

Why Loyalty Is Necesary

I believe that Mr. Markham is absolutely sincere when he says that he is in sympathy with our ambitions for better conditions in life. I believe that he is sincere when he says that labor organization conceived upon a platform which will bring improvement in those conditions in the right manner has his whole-hearted approval. His point is well taken when he says that organization which is founded upon any other platform is not worth while.

I had the privilege and the pleasure of making a short address to a meeting of New Orleans division railway men held at Natchez in April of last year. In discussing loyalty to our employers I took occasion to say: "I cannot see how any man can allow disloyalty to creep into his make-up for any one for whom, by all the laws of right and justice, he should preserve an unswerving loyalty. As for me, I have that same feeling of fealty for the Illinois Central System, in a way, that I have for my country or my family. Why shouldn't I? Has it not furnished me with raiment, sustenance and shelter, in fact a livelihood, practically all my life? There is not any good thing that I could do for the Illinois Central System that I would leave undone. There is, there should be, no feeling of antagonism between us, and I want to say to you—and I say it as one of you, who has been one of you and with you for the past thirty-three years—that the man who would inculcate in your minds a feeling of antagonism toward your employer or a feeling that your interests are antagonistic to his is guilty of dishonest effort."

Macaulay, I believe, has said that "loyalty is the sublimest of virtues." It expands the heart and vivifies the whole being, so that a man must be loyal to his country, his family, his home, his employer, to something, in order to be anything. Disloyalty shrivels the heart and makes mere pygmies of men who, if the sunshine of loyalty and truth had flooded their souls, might have been giants in the arena of human usefulness.

Kansas Editor Sees Gold Bricks in Blocs

Charles F. Scott, Former Congressman, Points Out Dangers in Government by Cliques of Any Sort

The following article is reprinted, by permission, from The Nation's Business for February.

By CHARLES F. SCOTT

THE AGRICULTURAL Bloc in Congress is now trying to shape legislation in such a way as to relieve the farmers of taxation and heap the burdens of government upon capitalists or manufacturers. The Labor Bloc is fighting for anything that will help organized labor regardless of its effect upon the rest of the people. Every bloc, whether consciously or not, is disregarding the slogan, "Equal rights for all," and is seeking special privileges for a few.

Fundamentally the farmers of America are conservative, fair-minded and patriotic. They do not intentionally injure any other class of the people and they do not consciously seek special privileges for themselves. The reason they are so often put in the attitude of doing both of those things is that they are not political economists, with a wide horizon and a clear comprehension of the inter-relationship of all lines of industrial, commercial and financial activities, and therefore are easily made the victims of false or shallow-minded leadership —leadership which is either consciously demagogical or ignorantly wrongheaded.

An Eye Out for Votes

These men *know!* They know, for example, that surtaxes ought to be reduced. They oppose such reduction out of sheer demagoguery, because they think they can go back to their farmer constituents and get votes by telling them how they piled the taxes "where they belong, on the backs of the rich." They *know* that this bi-partisan, group, class method of controlling legislation is all wrong, subversive of stable government, and they pursue it for purely personal, selfish, political reasons. They deserve to be crucified, first for misleading the farmers, second for demagogy, and third for menacing the Republic!

For generations the farmers have suffered, and they are suffering now, from such leadership. Again and again in the course of our history men have come to the front (every period of "hard times" produces a new brood) who have told the farmer that there is abroad in the land a fell conspiracy to deprive him of his just deserts, to restrict him to a niggardly dole for his labor, to deliver him into the clutches of the "money kings"; and then have offered themselves and their panaceas as a way out of all these woes. It is no wonder that the farmer now and then has come to the point where he suffered from delusions of persecution, and it is no wonder that again and again he has been brought to support measures that promised easy and quick relief but which in performance proved to be only

From the Corn Belt

Charles F. Scott knows the farmer. He edits the Iola (Kan.) *Daily Register* for a farming audience. During ten years in Congress he served four years as a member of the Committee on Agriculture. The Kansas Agricultural College conferred an LL.D. on him. He is a former regent of the University of Kansas and was for a time acting president of the College of Emporia. He has written several books and is a well-equipped student of public affairs; but first and foremost he knows the farmers' problems, and he knows the corn belt.

In a letter accompanying this manuscript Mr. Scott said:

"The farmers have played in awfully hard luck this past year and really deserve sympathy. Right here in Allen County there are many tenant farmers who after a whole year of hard work are actually in debt, the crop they raised not selling for enough to pay their rent. And yet they are brave and patient. Many of them come into my office and make no complaint except 'hard luck.'

"Two or three mass meetings of farmers have been held in Iola within the last two weeks, and the only resolutions they have adopted have been by way of an appeal for economy in public expenditure, asking that an expensive road program be suspended until times are better, and the like. *No class bitterness or vindictiveness expressed at all.*

"But the Farm Bloc deserves all the castigation that can be given it."

—THE EDITOR, *The Nation's Business.*

quack nostrums, leaving the last condition of the patient worse than the first.

The latest manifestation of this false or shallow-minded leadership is the bi-partisan group of senators and representatives who, in the name and in the assumed interest of the farmer, have brought forward and to some extent already have forced upon the statute books a list of measures that not only betray the grossest favoritism toward the farmer but are equally and indiscriminately hostile to all other American interests.

A Program Generally Harmful

If these measures tended in reality to help the farmer, lift him out of the depression in which he in common with most other American interests is now suffering and place him on the highway of satisfied and contented prosperity, then they might escape criticism; for any measure which would uplift the country's basic industry would necessarily promote the public welfare. But it requires only the most cursory consideration of the program proposed by this Agricultural Bloc to show that the measures included in that program are either futile or harmful, that they will either be wholly ineffective or actually and actively detrimental, not only to the business interests of the country generally, but to the agricultural interests as well.

It is interesting to note in this connection Senator Moses' statement that there are but two "dirt farmers" in the Upper House, and that neither of them has been asked to share in the councils or the plans of the Agricultural Bloc. The bloc, it appears, is not unlike a group of spinsters giving kindly advice on how to dose the baby's colic, ignoring meanwhile the experience of those blessed with babies of their own.

Political leaders are extremely anxious about this situation. Business leaders in every community have reason to feel even greater disquiet.

Party Lines Broken Down

The Agricultural Bloc has broken down party lines. Despite the personal appeal of President Harding that surtaxes be reduced at least to a maximum of 32 per cent, a step the Republican party had sworn itself to take and a step recognized on every hand as vital to the restoration of normal business processes, the farmer group defeated the proposal. That brake remained clamped on business. This was but one of the Bloc's achievements at the special session. It is not surprising, therefore, to find President Harding, in his opening message to this session, saying that there is "vastly greater security, immensely more of the national viewpoint, much larger and prompter accomplishment, where our divisions are along party lines, in the broader and loftier sense, than to divide geographically, or according to pursuit or personal following."

This mild rebuke was supplemented by Secretary Weeks, probably speaking on behalf of the administration, when he publicly attacked the group. Senator King of Utah, in the November number of *The Nation's Business*, revealed the fundamental menace to American institutions of class legislation, such as the farmers' Bloc seeks. Those straws show which way the political wind blows. But if those who believe in the preservation of the great parties and in the orderly process of organized self-control are unaffectedly alarmed, how much more cause has the business man for concern!

At the special session the Agricultural Bloc prevented legislation for the relief of the railroads. This stroke of blind malice hurt the farmer as much as it hurt other business men, for our commercial life depends upon a sound transportation system. The Bloc put through the bills for control of the packing industry and of the grain exchanges. The Bloc forced through the emergency

Charles F. Scott

tariff, which admittedly brought the farmer no relief but was calculated to make the American consumer pay more for the necessaries of life. The Bloc enacted legislation to put half a billion dollars of Treasury funds at the disposal of the farmer, that he might hold his crops for higher prices. This also tended to increase the cost of living; and it was the kind of legislation which, had it been enacted to enable manufacturers to hold stocks bought at high prices instead of liquidating them at enormous loss, would have brought an uproar of protest from the farming public.

He Made Enormous Profits

The truth of the matter is that the farmer reaped enormous profits during the war and the period of inflation afterward. Now that hard times and liquidation have come, he must forego part of his profits. The Agricultural Bloc is his public whimperer, like a hired mourner.

The Bloc has put through a law to increase the interest rate on farm loan bonds to 5½ per cent, while the rate of interest to the farmer-borrower remained unchanged. The bonds are tax-exempt. What would the farmer say if money were thus handed over to New England woolen mills at the expense of the public treasury and, in most instances, at a rate economically unsound?

The farmer has always been led to hope for political panaceas when hard times overtook him, because he was first hit and often hardest hit under the operation of that inescapable economic law whereby the prices of raw materials are first to fall. As a rule escape held out to him has been cheap money. The farmer was behind Bryan and the 50-cent dollar in 1896, and it was in the rural communities that the shibboleth of sixteen to one was chanted most ardently. He has been a misguided advocate of greenbackism and populism and fiat currency.

Apparently the Agricultural Bloc realizes that forthright attempts to create inflation or a fiat currency will not be tolerated in this country now—not while we look on at the desperate depreciation of European currencies from that cause. But it still regards the Federal Reserve System (which by common consent had a large share in winning the World War and in averting the suspension of specie payment as an aftermath) as its sworn enemy. And so it is demanding that one of the five members of the Federal Reserve Board be a farmer.

Not a Farmer's Place

The governors of this, the greatest (and, I believe, the best) banking system in the world, should be men trained to a task requiring special knowledge and judgment. To ask a farmer to sit there is like asking a farmer to treat typhoid fever or to translate Sanskrit. But the Farmer Bloc insists that the Federal Reserve System as constituted is his enemy, and that his only recourse is in representation on the board.

"Agriculture has died under the withering touch of this Federal Reserve System," cries Senator Heflin from the floor, in debating the bill. "It ordered credit refused to farmers who were holding their crops for better prices on the ground that this is gambling. It murdered the cotton industry in the South."

Senators Kenyon, Capper, and Ladd of North Dakota share these views. So do other members of the Bloc. But mature opinion opposes the kind of banking system which was set up, for instance, in North Dakota. It objects to class legislation, such as is proposed in the present measure.

"The Federal Reserve Board," said Senator Edge, "should not be composed of men representing any special group or interest, but men who would represent the entire country." And Senator McLean said that two branches of the Government above all others should be kept free from politics—the Supreme Court and the Federal Reserve.

Specimens of Class Legislation

The Agricultural Bloc, not content with tampering with the country's financial system, plans to put through a bill restricting the use of shoddy and substitutes for wool, even to those who wish to buy the cheaper materials; another of its bills would regulate the length of time commodities may be kept in cold storage, although it is worth noting that the War Finance Corporation does not regulate the length of time the farmer may keep his grain in storage, by means of Federal funds advanced through the corporation; another bill would extend Federal aid to highway construction along lines said to be favored by farmers and opposed by automobilists generally. All these are specimens of class legislation. They represent, not the will of the majority, but the desire of a special class.

For the leaders of the farmer persist in regarding him as a member of a special group.

As a matter of fact his prosperity is inseparably intertwined with the prosperity of the whole country, and the country's prosperity depends upon his. We had a remarkable reminder of this recently when W. H. Woodlin, president of the American Car and Foundry Company (which, being a railway equipment industry, we would naturally suppose to be more nearly independent of farming than others), said: "Like other lines of business, the equipment industry depends to a big extent on the American farmer"; and he explained that the slump in his business, except in repair work, was due to the slump in the price of farm products.

Keeping Back the Truth

The farmer's political champions will not let him believe this because they will not look in the face the fact that prices on manufactured articles are logically slow to fall. They think that the manufacturer has worked some kind of legerdemain. The only legerdemain is economic law. And if they did but know it, decreased purchasing power on the farmer's part hurts the manufacturer about as much as it hurts him. Figures compiled by the Bureau of Labor show that the average value of the farmer's products for 1921 was about 20 per cent higher than in the last pre-war year, 1913. The wholesale price of manufactured articles averaged about 70 per cent above 1913, but owing to the decreased purchasing power of farmers (who constitute the largest consuming group outside factory employes) many factories were closed down, and others were only operating part time. Thus the output of manufactured articles was cut down. The volume of production decreased. The selling price for farm products last year was about twelve billions. The value added by manufacture to the country's commodities that year is estimated at about twelve billions.

Prof. David Friday has made a comparison which shows that the value of farm products and the value added by manufacture were the same not only last year but in other years. It was not a mere coincidence in 1921. The Department of Agriculture compiles one set of figures, and the Census of Manufactures compiles the other independently; and Mr. Friday has prepared a table, representing all the years when both sets of figures are available, which discloses this astonishing result:

Year	*Value of all farm products*	*Value added by manufacture*
1899	$ 4,717,000	$ 4,831,000
1904	6,122,000	6,293,000
1909	8,558,000	8,529,000
1914	9,895,000	9,878,000
1919	24,982,000	25,500,000

We Depend Upon One Another

Which of these sets of figures is cause and which effect, or whether both are resultants in part of other factors not shown in the table, need not concern us here. The interesting fact is the relation they show between the farm and the factory. They demonstrate beyond peradventure the interdependence of agricultural well-being with manufacturing well-being. No one will deny that banking and wholesaling and retailing prosperity depend upon manufacturing and farming prosperity. No one will deny that the welfare of one industry affects the welfare of all others. That is to say, no one will deny this except perhaps those spokesmen for the farmer, who insist on legislation intended to benefit him alone, at the cost of the rest of the public.

This situation is not peculiar to the United States. In Canada the United Farmers of Alberta, running candidates on a platform of "government by systematically organized groups" (which is also the goal of Guild Socialism), have won the provincial general election by a large majority. In Quebec an entirely new farmers' organization, called the "National Progressive Party," threatens to take the saddle. The labor element has formed, it should be said, its own party, so that Canada has in prospect four political parties and strictly class legislation, depending on which controls the balance of power. Reports from the Dominion indicate that the agricultural politicians are hopeful of obtaining such control there as they have procured in this country. Evidently they are as muddled and as selfish in their economic and political ideas as are the farmers' leaders in the United States.

Probably the farmers who rail against capitalism are themselves unaware that they, as owners of the means of production, are the largest capitalist class in the United States. Probably they are unaware that in forcing through spiteful laws aimed to cripple other industries they are hurting their own industry. They may even be unaware that farm prices cannot recover in this country until they recover in Europe—since the American farmers' product must compete on the

international market with the European product. Ignorance such as this cannot be dissipated over night. Other means must be found to curb the activities of the Agricultural Bloc. It is for the American business community to find them.

WHEN EAST DUBUQUE WAS DUNLEITH

LIVE STOCK.

EXTRACT FROM FREIGHT TARIFF.

Non-Enumerated Live Stock of all kinds not shipped under Contract will be charged First Class rates.

Enumerated Live Stock, in less quantities than car loads, will be charged First Class, at the following estimated weights:

ONE HORSE, (Except Stallions,) OR HORNED ANIMAL,	2,000 lbs.
TWO HORSES, OR HORNED ANIMALS,	3,500 "
THREE HORSES, OR HORNED ANIMALS,	5,000 "
EACH ADDITIONAL ANIMAL,	1,000 "

Stallions will be reckoned at 3,000 lbs. and taken at first class rates.

Hogs, Calves and Sheep, over five in number, will be reckoned at 150 lbs. each, first class rates, but will be charged not less than 25 cents each, however short the distance. Five or less, at not less than 50 cents each, however short the distance.

At these rates, in car loads, or less, the owner is to load, unload, feed, water and take care of his Stock at his own expense and risk, and is to assume all risk of injury and damage that animals may do to themselves or to each other, or which may arise from delay of Train, or otherwise.

From one to three Cars of Stock will entitle the owner, or one driver, to a "Free Pass" on the Train with the Stock, to take care of it. From 4 to 9 cars will entitle two men, and nine cars and upwards, three men in charge to pass on Stock Train, which is the maximum number that will be passed on any train, from one consignor or party, at their own risk of personal injury from any cause whatever.

Return Passes will be granted only to persons owning or in charge of at least three Cars of Stock, and only on presentation of the Contract at the Office of the General Freight Agent within six days from date.

Slaughtered Hogs carried only at the risk of the owner as to the weather and delay of train, at second class rates.

☞ No Agent is authorized to make an agreement for the shipment of Live Stock, Fresh Provisions or Slaughtered Hogs, at any particular time. Due diligence will be observed in sending them forward.

Freight Office Illinois Central Railroad Company.

Dec 14th 185[illegible]

Received of Wm Foster at Dunleith

three horses & lot of H. W. woods

to be delivered at Chicago Station, at special rates,

being 36 Dollars per car. In consideration of which, and for other valuable considerations, it is hereby mutually agreed that said Company shall not be liable for hurts by jumping from the cars, delay of trains, or any damage said property may sustain except such as may result from a collision of the train, or when cars are thrown from the track in course of transportation.

To be fed and taken care of by owner.

O Ott Agent.

Wm Foster

An Illinois Central document more than sixty-three years old. This freight receipt was called to the attention of the Illinois Central Magazine by B. A. Beck, assistant secretary of the company.

Why Our First Right-of-Way Was Wide

Early Illinois Legislators Insisted Upon 200 Feet to Save Prairies From the Wood-Burners' Sparks

By JOHN G. DRENNAN,
District Attorney, Chicago

SOME years ago I became interested in the subject of how the Illinois Central Railroad Company obtained a right-of-way 200 feet wide through the state of Illinois for its charter lines. At that time there were but two men living, so far as I was able to ascertain, who were members of the Legislature that had to do with the granting of the charter of the Illinois Central Railroad Company (Act of Feb. 10, 1851, Private Laws of Illinois 1851, p. 61, etc.). These men were Hon. Anthony Thornton of Shelbyville, Ill., and Hon. James C. Allen of Olney, Ill., who were members of the House. I had several talks with each of them about it and obtained written statements of the salient points.

W. K. Ackerman, in his history of the Illinois Central Railroad Company, states, in substance, that the representative for the proponents of this great enterprise—the Illinois Central Railroad Company—before the legislative committees was Robert Rantoul, Jr., an American statesman, born in Beverly, Mass., 1805, graduated at Harvard in 1826 and admitted to the bar in 1827. He was a member of the Massachusetts Board of Education in 1837, was appointed collector of the Port of Boston by President Tyler in 1845. He was also United States district attorney for Massachusetts. It is said that Hiram Ketchum, a distinguished lawyer of New York, and a personal friend of Daniel Webster, suggested Rantoul's name to the men back of the enterprise as a fit person to draft the charter and give attention to the handling of it before the Legislature. He was afterward a member of the United States Senate from Massachusetts, was succeeded by Charles Sumner, and was immediately thereafter elected to Congress from Massachusetts, but died before his term expired.

Judge Thornton and Judge Allen, in their talks with me, and in their signed statements, now in the possession of the historical department of the Illinois Central Railroad Company, said, in substance, that when Mr. Rantoul first presented the draft of the charter to the Legislature, he requested a right-of-way only one hundred feet wide. In the Legislature, however, were a number of men of wealth who had, or whose friends had, large herds of cattle which grazed in season on the prairies in central Illinois. These men, of whom Samuel A. Buckmaster was the leader, insisted that the right-of-way should be two hundred feet wide. Other members of the Legislature thought this wholly unnecessary, but Buckmaster and his followers insisted that as the railway engines were being fired by wood, sparks ejected from the smoke stacks of the engines would, if the right-of-way through these extensive prairies was only one hundred feet wide, pass beyond the right-of-way line, ignite the prairie grass and destroy the range, so valuable to cattle raisers; that if the right-of-way was two hundred feet wide, the common law duties of the railway company would require it to keep its right-of-way free of combustible material and thereby insure safety and, to a large extent, protect the prairies against fire. Upon the assurance of Mr. Rantoul that throughout the prairie area the company would take the two hundred feet and properly care for it as requested by Buckmaster and his followers, the language in regard to the width of the right-of-way, which was incorporated in Section 3 of the charter, is:

"The said corporation shall have right-of-way upon, and may appropriate to its sole use and control, for the purpose contemplated herein, land not exceeding two hundred feet in width through its entire length."

The company lived up to the promise of Mr. Rantoul and did appropriate a right-of-way two hundred feet wide and thereafter maintained it as required by law at great expense—except that one of the superintendents, who had charge of the fencing of the right-of-way in McLean County, fenced only one hundred feet. Some thirty years ago the officials of the Illinois Central Railroad Company, noting this fact, sought to obtain title to this remaining one hundred feet—which it had lawfully selected—but the Supreme Court held that the

occupany of more than twenty years by the adjacent land owners gave them the title.

The maintenance of this extensive right-of-way and complying with the law which was passed many years ago requiring all railroads to keep their rights-of-way free of combustible material entailed great expense upon the Illinois Central Railroad Company. However, the railway company has at last grown up to the necessities of its rights and the charter in that respect, and this extra one hundred feet in width is now and will be, in the future development of this great railway system, an asset of great value.

The personnel of the General Assembly of the state, 1850-1852, probably contains the names of more men who were prominent in the history of the state for more than a quarter of a century thereafter than any previous or subsequent Legislature.

In the Senate was John M. Palmer of Macoupin County, then a young but prominent lawyer at Carlinville. He had been a member of the constitutional convention of 1847; was elected to the state Senate in 1850 and re-elected in 1854, serving eight years; major-general in the Civil War; military governor of Kentucky the latter part of the war; elected governor of the state of Illinois in 1869, serving four years; elected United States Senator in 1891, serving six years; ran for President on the Gold Democratic ticket with General S. B. Buckner of Kentucky as a running mate in 1892. Many years before his death he was made one of the trustees of the construction mortgage given by the company in 1851, and he held that position until the mortgage was lifted in 1892. The release of that mortgage was executed by William K. Ackerman, former president of the company; Robert T. Lincoln, son of the martyred President, and John M. Palmer, as trustees. Governor Palmer was a lawyer of unquestioned ability, retained all his faculties to the last and died at the advanced age of about 84 at his home in Springfield.

Among others in the Senate were:

Joel A. Matteson, a distinguished lawyer of Will County, Illinois, who was elected governor of the state in 1853, serving four years.

John T. Stewart, an eminent lawyer at Springfield, the law partner of Abraham Lincoln from 1837 to 1841, and thereafter for many years one of the leading lawyers of Springfield, Ill., where he lived and enjoyed a lucrative practice and died at a good old age.

J. L. D. Morrison, from St. Clair County, a cousin of "Horizontal Bill" Morrison, a distinguished soldier of the Mexican War, and prominent in the affairs of the state of Illinois for many years. Mr. Ackerman, in his history of the Illinois Central Railroad Company, gives him the credit of having, on February 5, 1851, offered the substitute charter-bill which after various amendments passed the Senate February 6, by a vote of twenty-three to two. Four days later, February 10, 1851, it was passed by the House of Representatives by a vote of seventy-two to two.

Joseph Gillespie of Madison County, a distinguished lawyer, and a well known public spirited citizen of the state for many years, who was also an officer in the Black Hawk War.

Hiram Roundtree of Montgomery County, who had been a member of the constitutional convention of 1847.

Of the House, Sidney Breese was speaker. He served as a lieutenant-colonel in the Black Hawk War; had been judge on the Supreme Court of the state from 1841 to 1843. He resigned upon being elected to the United States Senate in 1843, and served six years. He was re-elected to the Supreme Court in 1857 and re-elected again and again, and was a member of the court when he died in 1878. Judge Breese and his friends claimed for him the lion's share of the honor of originating the scheme of this great railway system. Mr. Ackerman, in his history of the company, at page 6, speaking in regard to this question, says:

"What Judge Breese did claim was undoubtedly true: viz., that he had 'said and written' more in favor of the plan than anyone else, and for this he was entitled to great credit."

William J. Allen was enrolling and engrossing clerk. He was a member of the constitutional conventions of 1862 and 1870. He was appointed judge of the United States District Court at Springfield, Ill., and served with distinction for many years and until his death.

Among others in the House were:

Zadoc Casey of Jefferson County, who was elected lieutenant-governor in 1830. He enlisted in the Black Hawk War as a private, and was in the thickest of the fighting. Mr. Stephens, in his history of that war, mentions the fact that at the battle of Kellogg's Place Governor Casey's horse was shot "and his escape was made only after a terrific fight

with the enemy." He also was for many years a member of the Congress of the United States and a distinguished lawyer of the state.

James C. Allen of Crawford County, distinguished not only as a lawyer but probably one of the ablest public speakers in the state. He was a candidate for Congress at large in 1864. He continued his home at Olney, in Crawford County, Illinois, and died respected by all at the advanced age of over 80 years.

U. F. Linder, Coles County, who was elected attorney general of the state as early as 1837, enjoyed a splendid practice and was for years one of the distinguished legal lights of the state.

Phillip Fouke, afterward a member of Congress, a colonel in the Civil War, and who fought with Grant in his first battle at Belmont, Mo.

Ninian W. Edwards of Sangamon County, a brother-in-law of Abraham Lincoln, and a distinguished lawyer at Springfield, Ill., for many years.

Oliver L. Davis of Vermillion County, an able lawyer, and one of the first judges of the Appelate Court of the Third District.

Anthony Thornton, of whom we have spoken, of Shelby County. He had been a member of the constitutional convention of 1847 and was also a member of the constitutional convention of 1862. He was a congressman from the state of Illinois, a judge of the Supreme Court from 1870 to 1873, and died at Shelbyville, Ill., at the advanced age of 89. He was one of the ablest lawyers of the state, loved his profession and was active in the practice until the last year of his life.

Samuel A. Buckmaster of Madison County, He had been an officer in the Black Hawk War, was a distinguished lawyer and public spirited citizen. He was a member of the constitutional convention of 1862. As a member of the Legislature he probably, from what Judge Thornton and Judge Allen said, had more to do with insisting upon the right-of-way being two hundred feet wide than any other member of either house.

James W. Singleton of Brown County, a member of the constitutional convention of 1847, a distinguished officer of the Civil War, and for many years a representative in Congress from the Quincy district.

James C. Conklin of Sangamon County. He had been circuit attorney of the Springfield circuit, was a friend and co-worker of Lincoln, and enjoyed a lucrative practice at Springfield, Ill., until his death.

John Hise of LaSalle, and many other men who afterward obtained distinction as lawyers and judges.

How Shippers Can Save a Lot of Trouble

Legible shipping documents and the correct marking and packing of shipments are subjects to which the Railway and Steamboat Warehouse committee has given much consideration recently. The Local Freight Agents' Association of Chicago has co-operated with the committee, and following a recent joint meeting the freight agents compiled a list of suggestions to shippers which if observed will do much to eliminate troubles of the past. Chairman J. A. Brough, of the Railway and Steamship Warehouse Committee, suggests that each reader "tear out these suggestions and send them to his shipping department with instruction to comply carefully with the suggestions."

The list of suggestions as prepared by the Local Freight Agents' Association is as follows:

Transportation companies throughout the country are experiencing a great deal of difficulty in handling LCL freight due to illegible and incomplete shipping orders, and disregard of rules governing marking of packages. The Local Freight Agents' Association of Chicago has given this matter considerable study and presents a few suggestions, that if followed will lessen if not eliminate the difficulties experienced.

(1) Make the shipping order first, or original writing. The carbon copies are frequently illegible. Many shippers are shipping orders with practically all articles shipped printed thereon. Only a few articles printed are actually shipped to a single consignee. The parts of bills of lading are not perfectly matched, and carbon copies are therefore incorrect both as to the number and character of articles shipped. We, therefore, recommend that this form of preparing bills of lading be abolished. Rate clerks and billing clerks do not see the freight, and the shipping order should be very plain both as to commodities and number of packages shipped, and consignee and destination; otherwise errors in rating and billing are made, causing overcharges and undercharges and improper description of freight, making identification of

shipment at destination difficult and frequently impossible.

(2) Use classification terms in describing shipments. This will insure correct rating and checking of freight. Every shipping department should be in possession of classification covering the territory served.

(3) Do not use trade names in describing shipments. This is an improper practice and is confusing to rate and billing clerks.

(4) Use typewriter if possible in preparing shipping instructions. If this is impractical, write plainly and use good carbon paper.

(5) Be sure that the number of article is plainly stated. Careless or illegible handwriting on shipping orders makes possible many errors, causing delays and dissatisfaction. A little time expended here will save much time later on.

(6) Show street address of consignee if in your possession. This will insure prompt notice being sent at destination and correct delivery.

(7) Where there are two places of same name in a state, the county should be shown on shipping bill and on package.

(8) When consignee is located at an inland town, always show on both bill of lading and packages the railway station at which delivery is to be effected.

(9) Do not abbreviate commodities. B. Powder may be baking powder or black powder. E. Ware may be enamelware or earthenware, etc.

(10) See that your shipping orders are properly signed. Signatures on typewriter or initials of firm's representative are not sufficient.

(11) When consigned "To Order," shipment must be so marked, and further marked with an identifying symbol or number, which must be shown on shipping order and bill of lading. This is a classification requirement.

(12) In marking packages it is desirable that the shipper's name be shown with the word "From" in front of it.

"Correct shipping practices at the initial point are of the utmost importance," said Mr. Brough, "in that they have a direct influence in getting the goods started to the customer under proper conditions. Our sales force can go out and get orders, but unless we deliver the goods to the customer in good condition and without unnecessary delay, we are losing a part of the benefits secured by our sales force."

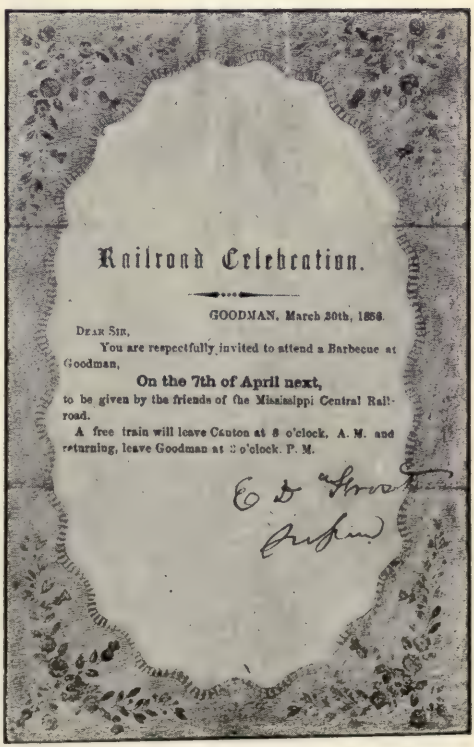
A Reminder of Early Mississippi Central

The following self-explanatory letter is from W. D. Kennedy, 1801 *Dennison street, Little Rock, Ark., a conductor on the Rock Island, to J. M. Walsh, superintendent of the Memphis division of the Y. & M. V.:*

This printed invitation, or railway pass, dated March 30, 1858, issued at Goodman, Miss., by Superintendent Frost to the friends of the Mississippi Central Railroad to attend a picnic and barbecue given by the road and its employes, was given to my wife's grandfather, F. W. Grothe (now deceased), by Mr. Frost, who was superintendent of the road, with headquarters at Goodman, Miss.

Later on the road was extended south, and the headquarters of the officials were changed to Canton, Miss. Mr. Grothe was a merchant and planter in Canton, Miss., in his younger days. In 1860 he moved to New Orleans, La., where he opened a wholesale grocery business. He was in this business up until 1867, when he passed away. During Mr. Grothe's lifetime he often spoke of this invitation, or pass, and how he prized it because it was given to him by his good friend Mr. Frost, superintendent of the road.

Goodman's loss was Canton's gain, as it is a division point now, and the old Mississippi Central Railroad has been extended until it reaches from the Gulf to the Great Lakes and is now known the world over as the Illinois Central Railroad. Goodman station is still there and on the map, but it is not a flag stop for the limited.



Railroad Celebration.

GOODMAN, March 30th, 1858.

Dear Sir,

You are respectfully invited to attend a Barbecue at Goodman,

On the 7th of April next,

to be given by the friends of the Mississippi Central Railroad.

A free train will leave Canton at 8 o'clock, A. M. and returning, leave Goodman at 3 o'clock, P. M.

It affords me great pleasure to hand this invitation back to an official of this great railroad for his keepsake after it had been in the hands of one family for sixty-three years.

On the Trail With Bob Gant's Bloodhounds

Crystal Springs, Miss., on Louisana Division, Is Home of Man-Hunters Who Are in the Movies

ANIMAL stories are nearly always good reading. This one is about bloodhounds, murderers in Mississippi, and little children lost in the swamps.

First we shall publish a little free advertising.

A 5-reel photoplay, "The Man-Hunters," featuring Bob Gant, noted man-hunter of Mississippi, and his famous bloodhounds, will more than likely be in Chicago for some time, beginning about March 5. The picture was taken at Crystal Springs, Miss., on the main line of the Illinois Central. Mr. Gant and two of his hounds will appear in person at every performance.

And now we shall have a short story to give an idea of how the hounds operate.

M— C— from Ohio came to Crystal Springs in 19—. Being an expert saw-filer he obtained a good position in one of the numerous saw-mills. For a year or more M— worked diligently, but as his wages advanced his ideas of living assumed a new phase. With a pay check of $60 a week he began to look around for more companionable company.

One night M— was found with Mrs. J. W—, wife of C— W—, a brother worker in the same mill.

Seemed a Mysterious Murder

When M— left the house, W— and his unfaithful wife had both been stabbed to death. The next morning a ghastly sight met the gaze of a friendly neighbor. There had been no evidence left behind—no unusual noise of the night before could be recalled—no one had been seen to enter or leave the house—only the mute evidence of a crime presented to the officers a mystery.

M— C— joined the throng of curious. With a nervous tread, he stopped for a second to look upon the results of his night's work. He went back to the mill. As he filed away, the reflection of his victims flashed back and forth on the shining surface of the great saw. Every step of the preceding night he had covered from man's detection—only his conscience reflected his terrible deed, so he thought.

One of Bob's Gant's Hounds

In the town lived Bob Gant, with a nation-wide reputation as a man-hunter, who owned several of the finest bloodhounds in the world. In his kennels were three especially fine hounds, Red Terror, Lady Bess and Red Eagle. Bob and his hounds had gained the ill-will of certain officials in whose hands rested the unraveling of this double murder. In consequence, nearly forty-eight hours had elapsed since the W— murder and no tangible evidence was in sight. Many of the citizens expressed regret that Bob had not been called, and the rumor began to spread that the hounds were going to be worked out.

Poisoning Roused Bob Gant

As a result of this rumor, Red Terror and several of Gant's younger dogs were found dead from drinking poisoned water. This was more than Bob could stand. With a determination to find the guilty party, Lady Bess and Red Eagle were brought into action by their master.

Acting on his own initiative and followed by a throng of men, women and children, Bob entered the W— home, led by his two faithful hounds, who seemed to realize the responsibility of the undertaking—straining at the leash, scenting here and scenting

there, baying as if in answer to their master's words, in one room and into another, straining every muscle, smelling the now cold blood on the floor dried by the lapse of time.

Excitement was at fever heat as the two hounds, with heads thrown high in the air, sprang through an open window. Around the house, down an alley way they went, frantically pulling their master on. Through a negro settlement, into the cemetery, the sacred home of the dead, Lady Bess and Red Eagle went frantically on. Bounding into a negro church with renewed inspiration, they seemed to instill a new hope in the hundreds of followers. Out of the church they went, down through a pine thicket, where, under a bunch of freshly disturbed pine straw, the dagger of death was found.

Murderer Thwarted Justice

Down at a little creek they lapped a few swallows of water from the same pool from which the murderer had quenched his own thirst and washed his bloody hands. As the whistles for the noon hour were blowing Lady Bess and Red Eagle were madly leading their master to the sawfiler's stand. Baying an expression of satisfied determination, they bounded down the gravel walk, out of the mill yard and over the Illinois Central tracks, through a vacant lot twelve minutes behind M— C—.

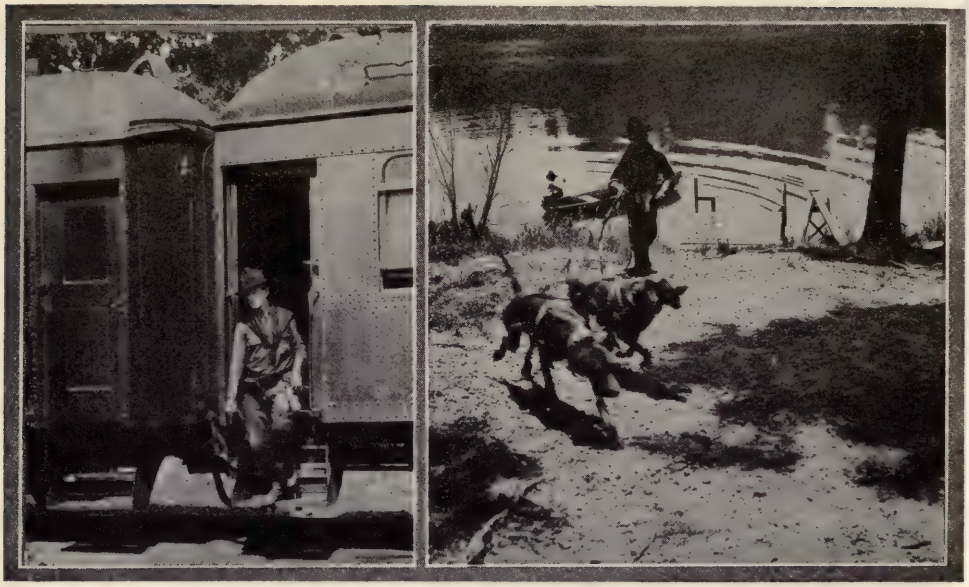
M— worked fast in those few minutes. With one last mad rush Lady Bess and Red Eagle jumped on the porch of the house in which M— lived. With drawn revolver Bob opened the door. Down the hall Lady Bess and Red Eagle reared upon the last door. On the bed lay M— C—, his body still warm, the blood gurgling from a freshly slashed throat.

And now for the rest of the story.

Crystal Springs, Miss., on the Louisiana division of the Illinois Central, is a quiet looking place. Its annual spring activity in the shipping of vegetables (in which, it is claimed, it leads the United States for towns of its size) would seem to be the only excitement of wide importance that it has. This impression, however, should not be accepted. Crystal Springs is noted for more than the shipping of vegetables.

Crystal Springs, for example, is the home of some of the best known man-hunting bloodhounds in that part of the United States, and they and their master, R. L. ("Bob") Gant, have got into the movies, and now there is no telling how far the fame of Crystal Springs will spread. It might be worth noting, too, that Mr. Gant is being backed in his movie venture by Mississippi's

Bob Gant (at left) closing deal with H. W. Mason (at right) for Fourth of July exhibition. Lady Bess and Red Eagle on the floor.



Where the Illinois Central gets in the movies. Bob Gant leaving one of our trains at Crystal Springs. At the right, the hounds on the trail after crossing a river.

first real Republican candidate for governor "in fifty years," as the announcements read. This man is Hastings W. Mason, and he, too, is a resident of Crystal Springs.

Not So Wicked as Once Painted

Bloodhounds have always had a fascination for those interested in criminology and for lots of people who do not pretend to know what criminology is. The very name of such dogs calls up thoughts of thrilling chases through town and country after some law-breaker and desperate fights when the person sought is finally run to ground. Bloodhounds picture themselves to us as the ferocious dogs that pursued Eliza in "Uncle Tom's Cabin" until she had to make her immortal dash across the cakes of ice in the Ohio River to the freedom that was to be found on the other side. They have always been cast as the villains in our American folk-lore, and their use, even in the most praiseworthy cases, has frequently been looked upon as something not quite fair to the person being trailed.

As a matter of fact, those who know them best declare that the real bloodhounds are far from being the ferocious beasts they have been so long regarded. Trailing a man is a game to them, and when they finally locate him they do not attack him, but merely stand around and regard the game as at an end. For this reason, they are nearly always kept in leash when trailing dangerous criminals, so that the officers will be at hand when the criminal is found in order to protect the hounds from being killed.

Bloodhounds Often Benefactors

Most of the so-called "bloodhounds" whose reputations suffered from their work during slavery days were not pure bloodhounds. They were largely Great Danes or mastiffs, with perhaps a touch of bloodhound in their ancestry. Even the thrilling name "bloodhound," which calls to mind the ideas of battle and gore, has been figured out to be a corruption of the term "blooded hound," indicating that such hounds were the pure-breds of their family. In Europe they do not suffer from any reputation such as they have so wrongly received in this country.

Furthermore, bloodhounds, through their highly developed sense of smell, have been in many instances real benefactors to citizens other than the officers of the law. They have frequently been used to trail persons lost in wild country. Bob Gant's hounds, for example, have been used to find children lost in the swamps of the lower Mississippi Valley, and the motion picture in which Gant and his hounds are now starring is based upon such an incident.

Lady Bess and Red Eagle Best Known

Gant's hounds, which had won fame for

their feats all over Mississippi before they got into the movies, have had their training from Bob Gant himself at his home in Crystal Springs. Gant has been in the hound business close to twenty years. He usually keeps in the neighborhood of a dozen hounds, the best known of his present stock being Lady Bess and Red Eagle, who are starred in the motion picture and who are now with their master on the road. Red Eagle is 14 years old. Lady Bess is 10. Bloodhounds often live to be 25 years old. They do their best work after they have reached the age of 10. They are frail puppies, but hardy when grown.

Gant's dogs are descended from European ancestry. Those he started in business with he obtained from a Mississippi lumber company. Since going into the business, he has had as many as several calls a day for the services of the dogs. In addition to the money he makes by tracking criminals for the sheriffs of Mississippi, he also finds a profit in breeding the hounds. He recently sold a pair of puppies for $500, and a pair of grown and trained dogs he sold to the state farm at Parchman netted him in the neighborhood of $1,000.

Starts Training Them Early

Gant starts training his puppies at an early age. First he goes off maybe a thousand yards and guides the puppies to him by means of a string. Then they are taught to rely upon scent. A young dog is sent out

Scenes from "The Man-Hunters." At top, a group, showing Joseph Echebal and Eileen Richter of New Orleans, the only professionals in the picture, with Helen Hargraves and a group of the Crystal Springs children. At left, Helen Hargraves, daughter of Doctor Hargraves of Crystal Springs. At right, Mrs. Mary Block of Crystal Springs, one of the leading characters.

with an old dog on a trail, and learns by imitation. Contrary to general belief, the dogs on the trail do not run with their noses on the ground. Instead they usually carry their noses well in the air, and get down to the ground only when the trail becomes extremely hard to follow.

A broken trail means little to the Gant hounds if they are allowed an opportunity to pick it up again. For example, when a fugitive has been tracked to a place where he took a train, his trail can be picked up again by the hounds if they are set off the train at approximately the place it was left by the man they are trailing. The same plan is followed when the fugitive takes to the water or crosses a river. A search usually reveals to the dogs the place he came out of the water, and they can take up the trail right where they left off.

How the Photoplay Originated

Gant's dogs have figured in solving some of the most important crimes in Mississippi. Mr. Mason has a box full of clippings about their work. In one case, at least, they caught a man twice—once after he committed the crime and again after he had escaped from jail. They have sent several criminals to the gallows. But, as noted before, they have also on occasion brought joy to the parents of children who had become lost. A child was lost on Sicily Island, La., across from Natchez, Miss. A man had been arrested, charged with the abduction. Gant's dogs were put on the trail eighty-two hours after the child had disappeared. A nightgown the child had worn was used to give the scent, and the dogs did their duty by finding the child, more dead than alive, in the swamps.

From this incident a photoplay was made last July at Crystal Springs. Outsiders wrote the play and directed it, and there were two professional actors in it—but from there on it was a Crystal Springs production. When a train was needed in the picture, it was an Illinois Central train that was used. Most of the scenes were laid on the 10,000-acre Mount Arista ranch of W. D. Ross, near Crystal Springs. Mr. Ross took a part in the picture. Mr. Gant and his hounds starred. Residents of Crystal Springs, including Mr. Mason himself, took the other parts, and when the 5-reel picture was completed and released, it was called, fitly enough, "The Man-Hunters."

Ready for the Trail

Bloodhounds Save the Day

In the picture the dogs are called to the rescue after the hero has been threatened with lynching because he is suspected of having kidnaped the child who is lost. Of course the dogs find the child (the daughter of a Crystal Springs physician), the hero's life is saved, and the hero and the heroine live happily ever after. The plot gives a chance for some good action pictures of Lady Bess and Red Eagle on the trail, and it is said that these opportunities are utilized to the full, so that those seeing the picture need not lack for thrills.

It is this picture which Mr. Mason is backing and which Mr. Gant and his two leading hounds have recently been presenting in Tennessee. For the last days of February, the show was in Cairo, Ill., and it is expected to be in Chicago about the fifth of March.

Let the announcement explain:

What You See in the Picture

"In 'The Man-Hunters' you see Lady Bess and Red Eagle master the murderous convict.

"You witness the separation of two lovers by the stern hand of the law on circumstantial evidence gathered by Biddy Spicer, the walking newspaper of the town.

"You see the hangman's noose removed from the lover's neck by the leader of an

enraged mob, who reluctantly places the neck of the lover in the prowess of two bloodhounds.

"You see Lady Bess and Red Eagle on a trail eight-two hours old after taking the scent from little Phoebe's night dress worn on the morning of her disappearance. Straining at the leash as if realizing their great responsibility, they pull their master on, through the bogs, into the swamps, into the dark of night, stimulated in the search by a hundred horseback riders. Guided only by their sense of smell, these two dumb animals go on and on.

"You see little Phoebe Lee, 8 years old, lost in the almost impenetrable swamps, from which strong men have never returned.

"Through bogs, through marshes, Lady Bess and Red Eagle bound on with renewed energy as the scent grows hotter, their baying giving courage to Bob and the searching party.

"At last you see two 'man-hunting' bloodhounds make one last plunge into the hiding nest of the alligator where no human feet were meant to tread.

"You see Lady Bess and Red Eagle, with their master, like the others of the searching party, rejoice at the finding of little Phoebe and the vindication of an unjust accusation.

"You see the reconciliation, the happiness of two lovers and realize a great mistake has been averted and two lives saved by two dogs, 'man's best friend.'"

And all this at Crystal Springs, Miss.!

Republican Candidate for Governor

Mr. Mason, backer of Gant, his dogs and the motion picture, is something of an unusual character himself. In the first place, he is a Republican in Mississippi. He has been in the vegetable brokerage business. He is an announced candidate for governor. He is to have charge of the advertising end of a Republican magazine being founded in Mississippi with the support of the national Republican organization. He backed Gant in a public man-hunt as part of the Fourth of July celebration at Crystal Springs last year and took occasion to advertise the special train service as being on "the Illinois Central main line, the best in the world." And, last but not least, he celebrated Thanksgiving by sending President Harding a turkey and got all kinds of publicity back East in an endeavor to get some life insurance on the fowl.

AN OLD CROSS-TIE

Here is the grand-daddy of all the cross-ties on the Illinois Central System. This veteran from Ponchatoula, La., Louisiana division, propped up between Section Foreman William Fannaly of Ponchatoula (at the left) and Track Supervisor O. E. Smith of Hammond, La., (at the right), has a known record of forty-two years in the service, and perhaps more years than that.

Mr. Smith describes the tie as a Louisiana long-leaf yellow pine heart tie. Its age has been checked by Mr. Fannaly by observation during his own forty-two years of service on that section. The tie weighs 300 pounds. It is 7½ inches thick by 18½ inches wide by 9½ feet long. The tie was made from the first cut of a yellow pine. It was hewn out with a common chopping ax and smoothed on two sides.

A record of rail weights kept by Mr. Fannaly shows that the tie has been in service under 56-pound, 60-pound, 70-pound, 85-pound and 90-pound metal. The tie has put in its many years of service on Section No. 41 at Ponchatoula on the northward main track, one-

half mile north of Ponchatoula station, 864 miles from Chicago and 45 miles from New Orleans.

The average life of the present-day creosoted pine tie, according to Mr. Smith, is about ten years.

Mr. Fannaly was born April 12, 1861, and went to work for the company January 1, 1880, as a section laborer. He served one year as a laborer and one year as a track apprentice. January 5, 1882, Mr. Fannaly was promoted to be foreman, and he has held the same position on the same section ever since.

The old tie has seen many railroaders come and go. "It is noteworthy to think of the many and various locomotives, cars and other equipment that have passed over this tie and that have been and are now reposing in the various scrap bins along the line," writes Mr. Smith.

C. D. Cary Helps Make State Constitution

Charles D. Cary, claim agent of the Illinois division, who makes his headquarters at Kankakee, was elected January 23 to represent the 20th senatorial district of Illinois in the state constitutional convention. Mr. Cary ran on the Republican ticket and carried his district by a majority of 2,208.

"If I could but feel the worthiness of the honor this district has conferred upon me," says Mr. Cary, "I would indeed feel a better concern relative to the duties thereby imposed.

"Politics never before assumed what might be termed a fascination for me. I have always been active in supporting the election of the man I preferred, but I never desired to become a candidate or to hold any political office whatever. I believed that politics was a misfortune sooner or later to any man who made it his stock in trade. I am still of that opinion."

When Len Small of Kankakee was a candidate for governor of Illinois, Mr. Cary took an active part in his campaign, for he was exceedingly anxious to see Mr. Small elected. In 1919 Senator E. C. Curtis of the 20th senatorial district, comprising the counties of Kankakee, Iroquois and Grundy, was elected as a delegate to the constitutional convention to meet in January, 1920. Senator Curtis died in March, 1920. Governor Small called a special pri-

Charles D. Cary

mary December 23, 1921, to nominate a candidate to fill this vacancy, the election to take place January 23, 1922.

Early in November, 1921, Governor Small asked Mr. Cary to become a candidate to succeed Senator Curtis for this honor. Mr. Cary felt great reluctance in giving his consent, but the governor urged that he overlook these objections and file petitions for the nomination as the candidate of the Republican party. Mr. Cary did so and was made the nominee.

The Democratic party placed in nomination James H. Mallaney, a young farmer living near Kankakee. Mr. Cary's opponent had three newspapers of the district for him, and Mr. Cary had seven. The candidates traveled over the district for thirty days exhibiting themselves and declaring their views concerning matters before the convention. At the election Mr. Cary carried all three counties in the district. He carried the city of Kankakee by 1,124 majority, and the county by 1,083 majority. He carried Iroquois County by a 2-to-1 majority, and Grundy County he carried in places by as high as 9 to 1.

Mr. Cary was sworn into office in the capitol at Springfield by Judge E. S. Smith of that city January 31 and took his seat immedately. When he assumed his place, the sergeant-at-arms placed upon his desk a bouquet of roses, the gift of Governor Small and Colonel C. R. Miller.

Mr. Cary was born on a farm in Marshall County, Illinois, February 22, 1874. He later moved to Rantoul, Ill., and was graduated from the public school there, after which he taught a country school. He was graduated from the University of Michigan in 1893 with the degree of Bachelor of Letters, and in 1895 with the degree of Bachelor of Laws. While at college he was the editor of the *U. of M. Daily* for one year and the accredited correspondent of the Chicago *Times-Herald*.

Soon after leaving college he became acquainted with L. L. Losey, then the chief claim agent of the Illinois Central, who requested that he come into the claims department of the Illinois Central. He consented to do so if he could be located at Kankakee. There was no vacancy at that place at that time; so it was not until a year or so later that a vacancy occurred and Mr. Cary was asked to take charge of the claims work of the Illinois division, with headquarters at Kankakee. He assumed his duties as claim agent November 1, 1905.

J. W. BRANTON DIES

J. W. Branton, master mechanic of the Illinois Central at Centralia, Ill., died in Chicago Wednesday, February 15. He is survived by his wife and a daughter about 16 years old.

He had been ill for a long time, but did not permit his illness to interfere with his railway duties. He had been complaining of stomach trouble for some time, but went to the hospital only a week before his death.

Mr. Branton began his railway career about twenty years ago, entering the service of the Illinois Central at Sioux City, Iowa, where he served as a mechanic. Later he was promoted to general foreman and served in that capacity at Mounds, East St. Louis and Carbondale. He was promoted to master mechanic August 1, 1912, at Centralia.

According to his friends, his ten years in Centralia were well spent, not only in railway but in civic interests. He had the interests of the men at the shops, in the yards and on the road at heart, and was a man of influence in railway and civic circles. He was ardently interested in the Y. M. C. A. and other movements for the good of the city and pledged his support to anything that was beneficial to the community.

PRAISES S. C. SULLIVAN

Said the Vicksburg (Miss.) *Post* of February 15: Mayor Hayes, just back from a business trip to Chicago, says that one of the greatest pleasures of his stay in the Windy City was his meeting with an old official friend, S. C. Sullivan, special agent of the Illinois Central Railroad whom the mayor has known for many years. Mr. Sullivan, who is now close to 60 years of age, is not yet ready by any means for the retired list and is just as active and alert as the younger men in the railway detective service. The mayor says that while he was in Chicago, Detective Sullivan made a very important capture of an international crook whom the authorities all over this country have been after for a long time. The man's method was to impersonate an officer at railway stations and ask travelers to show their money, as he was on the track of counterfeiters. He would select what he wanted from the roll and, saying that they were counterfeits, would walk off before the astonished victim could ask any questions. He is said to have fleeced easy marks out of thousands of dollars.

Springfield Division Veterans Give Banquet

Second Social Meeting of Association Cements Ties Among Members and Promises Good to the System

CLINTON, Ill., was the scene of the second social meeting of the Veteran Employes' Association of the Springfield division. About three hundred persons, including the "old-timers," their wives, children and friends, attended a banquet, entertainment and dance there February 9.

The first meeting of the organization was a picnic at Weldon Springs, near Clinton, August 14. The success of the organization was assured at that gathering. It was something new on the Illinois Central System, and the employes of the Springfield division thoroughly enjoyed the experience. Many friends who had not seen one another for several years were brought together on that occasion. Some of those who met shook hands heartily, carried on a conversation for a few moments, parted, and then had to ask a neighbor who the other was. "I remember that face; I have worked with him many a time, but I can't recall his name," was said many times.

This was repeated at the banquet February 9, but not so much so as at the picnic. One could see the real purpose of the organization taking effect; the members are becoming bound together in true friendship. They are becoming acquainted with one another's experiences and are getting a thorough view of the Illinois Central in its earlier days.

Visitors Arrived Early

Many of the members arrived in Clinton early the day of the banquet. They expressed themselves as desirous of making a complete day of it, since they had enjoyed the previous meeting so much. And the entertainment committee of the organization was "Johnny-on-the-spot" in making arrangements for an enjoyable day.

The new yards have recently been completed at Clinton. They are masterpieces in yard-building and, as such, are intensely interesting to railway men. The entertainment committee realized this when it made arrangements for a coach and engine to take the early arrivals over the yards on a tour of inspection.

There were wives and children among the early arrivals, but when it was announced that the first place to be visited on the tour would be the engine shops, the women, reminded of their silks, satins and lace, decided that social calls would be more proper.

So the men walked to the shops alone.

Some of Those Who Came With the Veterans

My, how the stories did fly on the trip to the shops! Some of them were stories that had not been heard—recently. "I remember way back when" was repeated more than once, and each time there was a punch behind it.

Made Inspection of Shops

On the arrival at the shops, a mechanic was assigned to take the visitors through. Each machine was demonstrated and explained. The many engines which were being worked on created much interest. Our two most recent types of engines, the 2900 and the 3500, were represented. It was an excellent opportunity to view the innermost parts of the monster 2900-type engine which caused so much comment at the exhibits last fall. The 3500-type switching engine received its share of praise and admiration, too.

Why were the two new engines in the shops? It was not a mechanical fault. An engine must have its rest and have its vital parts looked after and attended to just as certainly as a sturdy man needs his sleep and an occasional medical overhauling.

The trip through the shops was educational. In passing through the storeroom, it was remarked how everything was in perfect order, even the tiniest little nuts. Everything was catalogued so that any piece might be readily found.

After the tour of the shops, the men walked back to the station, where they joined their families for the trip to the new yards. The special train which carried the visitors to the new yards was manned by L. H. Watson, engineer, E. J. Doty, fireman, E. E. Kennedy and John Moreland, switchmen, and James Hyde, engine foreman.

Looked Over the New Yard

The first stop was made at the new yard office. Everyone left the train and went through the new building. The members of the office force took great pride in showing their new home.

Then the special train carried the visitors slowly along the newly laid tracks. Each yard has a feed line to which are joined the numerous tandem switches. Even the women of the party expressed wonderment at the neatness of the yards. Stops were made at the newly installed scales which automatically weigh the cars that pass over them, and a man was there to explain their operation. Each yard has scales.

The New Yard Office at Clinton

It was nearly 6 o'clock when the trip was completed, and the banquet was scheduled to start at 6:30. There was no need for a whistle or bell when the appointed hour arrived. All were there eager to partake of what they knew to be a sumptuously prepared dinner. The Ladies Aid Society of the Clinton Methodist Church undertook the task of pleasing the palates of this hungry throng. Friends of members and pensioned employes were the guests of honor.

After the last course had been served, C. W. Shaw, superintendent of the Springfield division and president of the association, reviewed the primary object of the organization as being to promote social intercourse and foster a fraternal feeling among its members.

Value of the Organization

"Friendship causes contentment," he said, "and contented employes make the best workers. Not only is this organization going to help each individual member, but it is going to be of benefit to the company. The effects of the organization will manifest themselves in better service."

A quartet sang after Mr. Shaw's short welcome to the visitors. Then the Rev. F. B. Madden made a short talk on the value of friendship

The honors of the evening went to D. S. Bailey, who was formerly superintendent of the Springfield division. Mr. Bailey is on the pension list now after serving the Illinois Central Railroad continuously for 52 years. He retired in 1916.

Mr. Bailey made a talk concerning his experiences while in the service of the company from the time, as he pictured it, when the Illinois Central was just "two lines of rust" to the date of his retirement. In conclusion, he raised his water glass to the following toast: "I sincerely hope that the

Illinois Central Railroad progresses as much in the next fifty years as it has in the last fifty."

Mr. Bailey says that, as long as he is able, he intends to attend every meeting of the Veteran Employes' Association.

Enjoys Meeting Old Friends

"One can't imagine the great pleasure derived from mingling with the men worked for and with in the days gone by," he says. "Going over the old experiences is just as interesting as the best book I ever read."

And Mr. Bailey shows his great pleasure when he is talking to his old friends. Seldom is anything recalled that he does not distinctly remember.

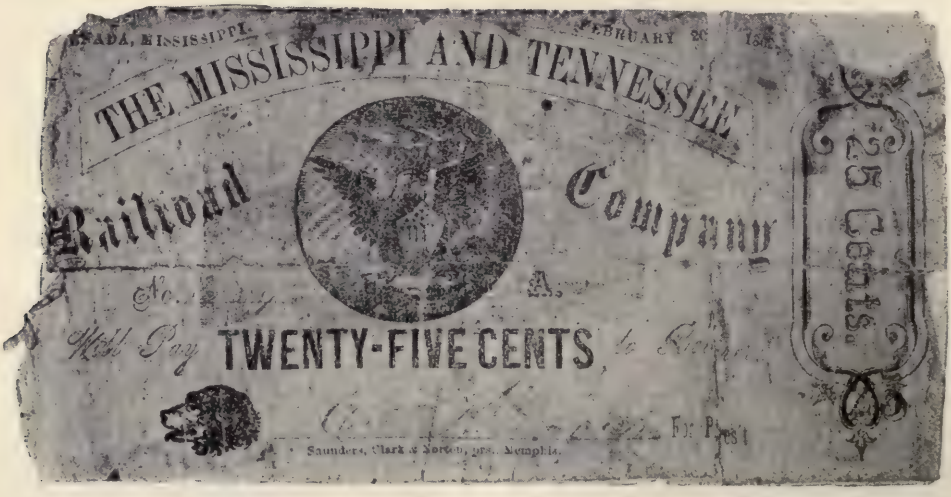
One man who was formerly employed under Mr. Bailey said that it was hard to realize that the former superintendent was growing old. A man as young and active as Mr. Bailey was in his days of employment would be expected to live forever, he mused. But Mr. Bailey is far from being an inactive man now. His movements are brisk.

The banquet was brought to a close with the singing of "America," and everyone adjourned to the Knights of Pythias Hall.

Miss Anna Gail Wilson and Miss Unaita Brewer entertained the veterans and their families with violin and piano solos. Tom Gilliand, first trick operator at Maroa, Ill., kept the throng amused with jokes, and then dancing was announced.

Mr. Shaw announced the dancing from the stage. Dancing was enjoyed until about 11:20 o'clock, when special trains carried the visitors back to their homes.

DOCUMENTS RELATING TO OUR HISTORY



This Was Good Money at Grenada, Miss., in 1862

FOR GOVERNMENT OF EMPLOYEES ONLY.

Time Table, No. 3. **Chicago Branch, Illinois Central Railroad.** **First Division.**

BETWEEN

CENTRALIA and URBANA.

TO TAKE EFFECT ON AND AFTER WEDNESDAY, DECEMBER 31, 1856, AT 12 O'CLOCK, MIDNIGHT.

TRAINS GOING SOUTH.							STATIONS.		TRAINS GOING NORTH.						
	FREIGHT		MIXED PASSENGER		FIRST PASSENGER				FIRST PASSENGER		MIXED PASSENGER		FREIGHT		
	TIME.	REMARKS.	TIME.	REMARKS.	TIME.	REMARKS.			TIME.	REMARKS.	TIME.	REMARKS.	TIME.	REMARKS.	
		8 15 a. m. Leave	3 25 a. m. Leave		4 25 a. m. Leave						5 45 a. m. Arrive				
	2 55 P. M. Leave	8 15 A. M. Leave	7 05		8 55						4 45		1 30 a. m. Arrive		5 00 Arrive
	4 45 Meet Freight														
	6 45 Let Freight	3 00	7 40 Meet Passenger		4 15						7 40 Meet Freight		6 15 Meet Train	7 00	6 45 Meet I. C. Passenger Train at Urbana and Take Same Into Sale Point
	5 21	4 10	9 00		5 00						4 55		1 50	12 35 a. m.	6 30
	6 10 P. M. Arrive	5 00 A. M. Arrive	10 30 Arrive		6 30 Meet Passenger		6 10 Meet Passenger				5 30 Meet Freight		2 00 Leave		
			11 00 Leave										2 30 Arrive	11 30 p. m. Leave	3 35 p. m. Leave
			11 30 p. m. Arrive		6 54		6 55				5 00		2 30		
			1 40		7 30		7 45				6 12		11 00		
			3 05		8 30		8 40				7 17		0 36		
			4 00		9 07		9 17				7 55		0 36		
			4 34		9 35		9 40				8 13		9 00		
			5 23		10 21		10 30				9 01		7 18		
			6 54		10 43		10 50				11 50		6 40		
			6 35 p. m. Arrive		11 15 a. m. Arrive		11 15 a. m. Arrive				12 30 a. m. Leave		6 00 a. m. Leave		

A Schedule on the Chicago "Branch" in 1856

To Take Stump With His Gospel of Service

J. T. Thomas, Grenada, Miss., Bank President, Learns New Trick at 62 for the Benefit of His People

J. T. ("Tal") Thomas, president of the Grenada Bank and a string of twelve branch banks in northern Mississippi, was born May 9, 1860. That makes him very close to 62 years old—a good age to stay at home and sit before the fireplace.

Mr. Thomas, however, isn't doing anything like that—just yet. On the contrary, beginning March 15, he will take eight weeks off from his banking duties to stump his territory, making speeches at the rate of two a day. Less than two months ago he made his first real stump speech, after sixty-one years of abstinence. Since then he has taught himself the knack of the thing, and two weeks ago he stood up and reeled off a 45-minute speech that his friends pronounced a "hummer."

Why has this 62-year-old bank president taught himself this new trick so late in the game and laid out for himself such a strenuous speaking tour, a tour that would threaten to wear down a much younger man?

A Prophet Among His People

Mr. Thomas is fond of quoting the Bible to illustrate his points, and it may be necessary to go back to the Old Testament to explain Mr. Thomas himself and his delayed interest in speech-making—back to the days of the patriarchs and the prophets who were leaders among their people and whose counsel was in demand when all other counselors had failed.

J. T. Thomas

For Mr. Thomas, in his way, is a prophet—a prophet of better things and better times for the hill people of northern Mississippi—and his speeches will be pleas to his people to hold on a little longer, to make the best of what they have and not to pull up stakes and leave for the Delta and across the river, in the trail of so many of their neighbors. In other words, Mr. Thomas will throw himself into the breach that the efforts of others have failed to hold. He will present in person the latest service campaign of the Grenada banking system, the latest and most comprehensive of several efforts made by his banks for the betterment of their territory.

To do this Mr. Thomas will travel all over northern Mississippi —in the spring—and deliver about a hundred speeches in two months —at the age of 62!

That is real service. It is community patriotism. It is the inspiration of a prophet who has won honor in his own country. And it is also good business.

"We must stop this exodus,"

Mr. Thomas says. "It is draining our territory of its longest-established families. It is breaking home ties for some of our oldest residents. And a steady increase in forfeitures will turn the Grenada banking system into a farming institution."

Mr. Thomas' gospel on his speaking campaign is set forth on the poster advertising the proposed contests. "Farmers, stop going to the Delta," it says. "This county is good enough if you will but take advantage of the opportunity offered by its soil. Catch the vision. Making the best of what you have is the first rule for getting ahead."

The latest campaign of his thirteen banks, which Mr. Thomas will explain to the farmers, includes the counties of Choctaw, Webster, Yalabousha, Tallahatchie, Attala, Oktibbeha, Chickasaw, Winston and Calhoun. A series of contests in each county will last until November, 1922, and the total expense to the banks is expected to be in the neighborhood of $10,000. Not many of our city banking institutions give away their money at that rate.

Prize Even for Church Attendance

Under the direction of the county agents of the nine counties above named, the Grenada banking system will give away prizes as follows for various farm enterprises: Hogs, prizes of $10, $5 and $2.50 for the best pure-bred sow and litter; cotton, prizes of $15, $10 and $5 for the greatest net profit per acre, not more than six acres to the mule; corn, prizes of $15, $10 and $5 for the greatest net profit per acre; oats and lespedeza, prizes of $15, $10 and $5 for the best four acres; poultry, prizes of $10, $7.50 and $5 for the best net profit per hen; dairy, prizes of $15, $10 and $5 for the best net profit per cow; bees, prizes of $7.50, $5 and $2.50 for the maximum comb honey production per stand.

Aside from these more or less usual prizes to be awarded in each of the nine counties, the Grenada banking system is going into the community organization problem by offering a $40 kitchen cabinet for the best kept home, the contest to be confined to the farm wives; a prize of $100 for the largest attendance at a rural church, not less than two meetings a month for twelve months, to be located not less than two miles from a railway station; $100 to the county of the nine competing (Grenada County excepted) winning the largest number of prizes at the 1922 Grenada Fair; $50 for the most net profit derived from any one of fifteen farms competing; a free trip to the State Fair at Jackson for the best boys' community club leader; a 16-by-16 army tent and equipment, consisting of cots and kitchen utensils for ten or twelve boys, for the boys' community club doing the best all-around work in 1922.

The Soul of His Organization

This $10,000 campaign is just one of several efforts that the Grenada banking system has attempted—but in talking of the Grenada banking system we must not get too far away from Mr. Thomas, for he is the heart and soul of the organization.

The thing that puts Mr. Thomas closest in sympathy with the hopes of the northern Mississippi people is the fact that he is one of them, a native of Grenada County, where he has lived all his life. He is largely a self-made man, as he was born in moderate circumstances on a farm eight miles west of Grenada and has never had more than eighteen months in school. Despite these handicaps, he is a polished gentleman in the best sense of the term and he has a happy faculty of self-expression that makes his writings of literary value as well as practical. What his speeches will be, of course, remains to be discovered.

Mr. Thomas' father served in the Confederate army in the Civil War and was wounded in battle. After the war he went into the mercantile business. J. T. (the T stands for Talbert, but the J is a mystery) got his first touch of finance at the age of 10 when he received a few cents for knocking cotton stalks on the farm of an uncle, and he was 14 and full of farm experience when the family moved into Grenada.

In 1881 he succeeded his father as circuit and chancery clerk of Grenada County, and in 1890 he was made cashier of the newly organized Grenada Bank. He succeeded to the presidency after the death of the first president in 1906, and he has held the office ever since.

Twelve Branch Banks Developed

Meanwhile the Grenada Bank has sprouted new banks all over that part of Mississippi. Branch banks have been established as follows: Bank of Eupora, 1898; Bank of Ackerman, 1899; Bank of Louisville, 1903; Bank of Belzoni, 1904; Bank of Moorhead, 1904; Bank of McCool, 1905; Calhoun County Bank

at Calhoun City, Miss., Bank of Woodland, Bank of Noxapater, Bank of Oakland, Bank of Vardaman at Timberville, Miss., and Bank of Charleston, all established in 1906.

Mr. Thomas has succeeded in working up a real family spirit among the branch managers and other employes of his banks. An annual social and business meeting of the officers is held. Usually the place selected is one well worth visiting—Mammoth Cave, Ky., for example, and French Lick, Ind., have been used. Every program includes a series of papers by those in attendance, through which ideas of interest to all are spread and the operation of all the banks is further unified. A souvenir booklet is issued after each meeting, detailing the proceedings and reproducing the talks that were made.

Had Two Sons in Recent War

Mr. Thomas has seen the capital of the Grenada Bank increased from $50,000 in 1890 to $250,000 in 1907. In 1891 Mr. Thomas married Miss Ruth A. Jones, and they have three sons and a daughter. Two of the sons served their country in the navy during the World War, a fact of which Mr. Thomas is proud. In 1903 Mr. Thomas was elected president of the Mississippi Bankers' Association. In 1917 he was elected president of the Cotton States Merchants' Association. He is a Knight Templar and a thirty-second degree Mason. In addition, he is one of the best-beloved residents of his part of the state. Many wider opportunities in banking have been offered to him, but he has preferred to stay among his own people, and perhaps that is why they respect him so highly.

Mr. Thomas has not allowed himself to become discouraged by failures or only nominal results in previous campaigns his banks have sponsored. The campaign of service was instituted many years ago when the banks issued a farm magazine, edited by a man especially employed for the purpose. The magazine was adapted to local conditions and was mailed free of charge to every adult citizen of the counties in which the banks were located. After the fifth monthly issue, a check at the various postoffices showed that many of the recipients refused to take the magazine and others took it and threw it away as soon as they saw what it was. So the magazine was discontinued.

No Results From Seed Campaign

Mr. Thomas then conceived the idea of distributing free of cost to the farmers seed of improved varieties of cotton, corn, crimson and burr clover, wheat, oats and rye. The one

The Grenada Bank

condition imposed was that the recipients should keep a record of the results they gained by the use of the seed. Considerable money was invested in this campaign of education, but the banks have still to receive their first report from a farmer, although they wrote to the persons using the seed, offering the services of a secretary and the use of the banking rooms to figure up the results.

Next the Grenada banking system turned its attention to the younger generation, with somewhat better success. The attempt was to encourage diversification, to induce the boys and girls to raise more and better chickens and hogs. To this end the banks bought and sold several thousand pigs and chickens of the best breeds to the boys and girls, accepting their notes without interest and without security in payment. After a year's experience the banks went still deeper financially into the problem by engaging one man at $250 a month and expenses to give general supervision to the work, one man at $100 a month to give direct supervision, and several persons at smaller salaries to give local supervision from time to time.

Success With Boys and Girls

This effort proved successful. Many of the boys realized from their hogs $150 to $500 a year, and the girls made money from their chickens at the rate of from $50 to $175 a year. After the second year of this effort, there were shipped out of these counties, which never before had shipped hogs in carload lots, as many as thirteen carloads a year. The shipments of poultry and eggs from Eupora increased from $49,000 to $400,000 within three years, and almost as marked improvements were made at other towns covered.

This work has now been taken over by the staff of the Mississippi Agricultural and Mechanical College.

The most recent project has been a traveling motion picture show which the banks have sent over their territory in connection with capable lecturers. This work was begun in August, 1920. The program of education and general uplift has been carried on by means of pictures and lectures on good roads, rural sanitation, diversified farming, poultry raising, dairying, boys' and girls' club work, comedies, travel views, war reviews, etc. In eighteen months of work the banks and the State Board of Health (which asked permission to join the campaign) have spent in the neighborhood of $15,000 on this one project. The banks' lecturer draws about $300 a month, and the initial cost of the first-class motion picture outfit represents a considerable outlay.

Good Crowds at Banks' Movies

There has never been a penny charged for admission to these entertainments, and the banks' territory has been thoroughly covered. The State Board of Health has noted results in its part of the campaign in a reduction of disease and in an increased willingness among the people to co-operate in the work, but the banks, of course, have still to see any concrete results from their contribution.

Good crowds have always attended the exhibition. For example, a thousand persons attended the show in the public square of the county seat town of Pontotoc, while the show was given four nights in succession in the public park at Water Valley to a thousand persons each night. In some cases, in the districts most distant from the railroads, the pictures shown by the banks' representatives are the first motion pictures that some of the people have seen.

"In our conception of the work, we have thought to make better and perhaps happier and more contented people of the citizens of our territory," says Mr. Thomas, speaking of the motion picture enterprise. That is the motto by which he and his banks work. They extend their efforts among the negroes as well as among the white population.

Good Words for the Illinois Central

Mr. Thomas, by virtue of being a director of the Chicago, St. Louis & New Orleans Railroad Company, is a member of the Illinois Central System family. He prizes highly his relationship with the officers and employes of the system, and he declares he has yet to ride on a railroad where better service is to be found. His travels have been wide enough to make him a competent judge.

In his effort to serve his patrons, Mr. Thomas' policy is very much in line with that of the Illinois Central System. He expresses high regard for the work of the Illinois Central development bureau, and he takes every opportunity to co-operate with its campaigns.

"Our banks have had the vision all the time to serve the people," Mr. Thomas says, "and we naturally hope some day to be benefited in return. In the final analysis, we are merely building a fire to warm ourselves by."

Editorial

STEPS TOWARD PEACE

A hope has been expanded into a reality by the achievements of the recent conference at Washington, D. C., in the reduction of naval armaments and the elimination or subordination of problems likely to cause war among powers represented on the Pacific Ocean.

The record of the conference includes:

A 15-year naval holiday and consequent savings estimated at $15,000,000,000; an agreement insuring peace in the Pacific, where, notoriously, complications and friction were developing at an alarming rate; termination of the Anglo-Japanese alliance, which was feared and disliked by Americans; close and friendly co-operation between the United States and the British empire in safeguarding peace and equal opportunity; solution of the Shantung problem; voluntary withdrawal by Japan of some demands inconsonant with the principles of Chinese sovereignty and the open door; a definite promise by Japan to evacuate Russian territory and respect the integrity and independence of the Far Eastern Republic; important territorial, commercial and other concessions to China in pursuance of a pledge to treat that vast but long-oppressed empire as an equal of the great powers; publication of all secret treaties or agreements between China and other powers; establishment of a board of reference to decide disputes involving the open-door policy; agreements to prohibit the use of chemical warfare and to outlaw piracy by submarines; resolutions for special conferences to carry such agreements into effect and recommend suitable amendments to the code of international law.

This conference, of course, did not eliminate war or the possibility of it, but the probability of war is greatly reduced. The danger has been made remote. The treaties can be broken, as treaties have been broken in the past, but it is likely that the remembrance of our recent war will keep them inviolate for a good many years.

The conference accomplished more than was expected of it. Any step toward peace, however small and uncertain, would have made worth while the deliberations of those in attendance. The really definite achievements of the meeting are worthy of great praise, and the full meed of praise has been, and is being, given.

A PHILOSOPHY OF LIFE

A philosophy of life which carries with it a wealth of inspiration is given by the late Samuel Butler in his *The Way of All Flesh.* The following colloquy between father and son appears in Chapter II:

My father's face would always brighten when old Pontifex's name was mentioned. "I tell you, Edward," he would say to me, "old Pontifex was not only an able man, but he was one of the very ablest men that ever I knew."

This was more than I as a young man was prepared to stand. "My dear father," I answered, "what did he do? He could draw a little, but could he to save his life have got a picture into the Royal Academy exhibition? He built two organs and could play the Minuet in *Samson* on one and the March in *Scipio* on the other; he was a good carpenter and a bit of a wag; he was a good old fellow enough, but why make him out so much abler than he was?"

"My boy," returned my father, "you must not judge by the work, but by the work in connection with the surroundings. Could Giotto or Filippo Lippi, think you, have got a picture into the Exhibition? Would a single one of those frescoes we went to see when we were at Padua have the remotest chance of being hung, if it were sent in for exhibition now? Why, the Academy people would be so outraged that they would not even write to poor Giotto to tell him to come and take his fresco away. Phew!" continued he, waxing warm, "if old Pontifex had had Cromwell's chances he would have done all that Cromwell did, and have done it better; if he had had Giotto's chances he would have done all that Giotto did, and done it no worse; as it was, he was a village carpenter, and I will undertake to say

he never scamped a job in the whole course of his life."

"But," said I, "we cannot judge people with so many 'ifs.' If old Pontifex had lived in Giotto's time he might have been another Giotto, but he did not live in Giotto's time."

"I tell you, Edward," said my father with some severity, "we must judge men not so much by what they do, as by what they make us feel that they have it in them to do. If a man has done enough, either in painting, music or the affairs of life, to make me feel that I might trust him in an emergency he has done enough. It is not by what a man has actually put upon his canvas, nor yet by the acts which he has set down, so to speak, upon the canvas of his life that I will judge him, but by what he makes me feel that he felt and aimed at. If he has made me feel that he felt those things to be lovable which I hold lovable myself I ask no more; his grammar may have been imperfect, but still I have understood him; he and I are *en rapport;* and I say again, Edward, that old Pontifex was not only an able man, but one of the very ablest men I ever knew."

A MAN'S JOB

There is reason to believe that the "boomer" is disappearing. This is a good time to have and to hold a job. A man should think twice —more than that, a dozen times—before throwing up his employment and adventuring out to seek something he might like better. This is, of course, doubly and triply true of the married man, who has established his own fireside and who has, as the saying goes, "given hostages to fortune."

A job is a big thing in England, where they have been driven to the extremity of doling out governmental charity to the unemployed. "Well, I am one of the millions of unemployed," writes a correspondent from England, "and can see no future of obtaining work here. I expect it is the same in America. They are making a 2-penny levy in this country to help the unemployed."

Arthur Capper, United States senator from Kansas, expressed the idea well when he said:

"A man's job is his best friend. It clothes and feeds his wife and children, pays the rent and supplies them with the wherewithal to develop and become cultivated. The least a man can do in return is to love his job. A man's job is grateful. It is like a little garden that thrives on love. It will one day flower into fruit worth while, for him and his to enjoy. If you ask any successful man the reason for his making good, he will tell you that first and foremost it is because he likes his work; indeed, he loves it. His whole heart and soul are wrapped up in it. His whole physical and mental energies are focused on it. He walks his work, he talks his work; he is entirely inseparable from his work, and that is the way every man worth his salt ought to be if he wants to make of his work what it should be, and make of himself what he wants to be."

The Greatest Word

Edward W. Bok, formerly editor of the *Ladies' Home Journal*, writes in the *Mentor* on "the greatest word in the English language."

"It is not Love; it is not Brotherhood; it is not Friendship. It is the word that embodies the spirit of all these words," he writes.

"The word is 'Service,' not the service that serves only self, but the service that labors for the interest of others and thus becomes the finest and best service to ourselves."

A true conception of service would in the finest sense revolutionize our modern transportation system. When the management is contented with its present business and equipment and employes do not strive to do their fullest capacity the duties assigned them, then a railroad does not, to my mind, accept its responsibility.

When I see what the management of the Illinois Central is trying to do so splendidly—purchasing new and up-to-date equipment, enlarging terminals, cooperating with employes in order that they may become a happy and contented lot, I believe our management has accomplished all that "service" implies.

It is a pleasure to represent such a company as ours under the present management. When a man sings at his work his heart pulses in harmony with the eternally vibrant purpose of life—service. Then does the mind shape thoughts and the hand shape things unmarred by discord.

If it be an industry that goes singing to its task, then does its commodity embody the joy and beauty of worth and performance. Illinois Central transportation is a song of absolute sincerity materialized.—H. N. Wentz, *Agent, Morgantown, Ind.*

PUBLIC OPINION

What the World thinks

PUBLIC RELATIONS

The Illinois Central System started on an unusual program the day its property was returned from governmental control to the control of its owners. This railroad decided to tell the people who lived along the Illinois Central lines what the system was trying to do, what its handicaps were, how it was trying to co-operate with its patrons, and what ambitions it had in the way of service. To carry on this program the Illinois Central resolved to use well directed publicity, admitting any shortcomings that the system might have and mentioning any virtues which it had.

This program of the Illinois Central has been in continuous operation since September 1, 1920, and not only has the system been benefited, but the people generally have been given valuable information regarding railroads, and every railroad in the country which is trying to co-operate in the general scheme for better times has received certain positive benefits.

Railroads are essentials. They connect producers with consumers, manufacturers with buyers, and one section with another. They are not made up of saints, as a few deluded railway presidents tried to have the people believe a few decades ago. They make some mistakes because they are directed by humans. They are not in business for their health's sake, but want to make the equivalent of good interest on investments. They do not operate purely for altruistic purposes, but have a selfish interest to serve while they are serving the people. As a rule they are directed by men of business experience, railway knowledge, and by men who have a broad outlook on business and life.

The Journal has not agreed with everything President Markham of the Illinois Central System has said in the many announcements which his road has caused to be printed, although in the main the statements have carried the evidences of truth and common sense. But *The Journal* realizes that perhaps no other effort by railroads or similar organizations in recent years has done more to clarify public opinion on subjects of big business than the articles prepared under the direction of President Markham or written by him. It may have been observed that there has been very little criticism of railroads in recent months. Part of this is surely due to the fact that the people know the roads have been handicapped because of inadequate working capital and income. But it is equally true that the campaign of the Illinois Central and a few other roads has contributed much toward this new feeling.

This is an era in which the people demand information. President Markham realizes this, and in helping his system he is also helping the people and the general railroading business.—Peoria (Ill.) *Journal*, January 28.

GETTING FACTS STRAIGHT

If all the general officers of the railroads of the United States (some 1,800 companies) had worked for nothing in 1920, what might the effect have been, first, on railway rates; second, on railway wages?

The total revenue of the railroads for 1920 was $6,178,388,046.

Assume, for easy calculation, that $6,000,000,000 represented the income from rates and fares in 1920; also assume that the salaries of general officers for 1920 amounted to $50,000,000 (the actual sum was $47,119,465).

The fifty million dollars is 1/120th of six billion dollars. Therefore each dollar of rates or fares could have been reduced 1/120th, or 83 one-hundredths of one cent.

In other words, if all the general officers had worked for nothing, railway rates and

fares could not have been reduced as much as 1 per cent.

Suppose the salaries of all general officers were *cut in half* (to an average of a little over $2,600 a year, or less than the average pay of conductors or engineers)..

The possible saving to a shipper whose freight bills have been $1,000 a year would have been $4.16 a year, or about 35 cents a month.

If the salaries of all general officers in 1920 ($47,119,465) had been cut in half and then added to the railway payroll it would have made a possible increase to the men of 65/100 of 1 per cent.—*American Railroads,* January 31.

MORE "CONVERSATION"

The editor of the *Gazette* was invited to participate in the conference called at Washington this week to consider existing agricultural conditions. He is duly appreciative of the compliment, but could not see his way clear to attend. He trusts that something good will come of it. No one appreciates more thoroughly the unfortunate situation prevailing; none can be more sympathetic or more sincerely anxious to serve; but we are going to be perfectly frank about this matter.

We believe that hard work, thrift and economy offer the only way out—the one absolutely sure way out—and with all due deference to the President, who lent the dignity of his great office to the opening session, we wish to say that the cattle and hogs on feed today in the corn belt are doing more for the restoration of prosperity every twenty-four hours than all "talkfests" can accomplish in a year. It has cost a lot of good money to hold all the conferences and committee meetings that have been held during the last twelve months, many of which have been little else than post-mortems on the moot question of who it was that really "killed cock robin" —the kaiser, the federal reserve board, the board of trade, the packers, the railroads, the middlemen, the profiteers, or some other Satanic agency.

There is not an intelligent man, woman, or child in America but knows that we are suffering not from some incurable or dangerous internal disease, but from the wounds of war—gunshot wounds, if you please; and these are to be healed by time and honest co-operation, not by patent medicines.

These gatherings afford a fine opportunity for "conversation" for farm consumption, but does that sort of thing get anywhere? That is the question. Believing that all should practice what they preach, and believing that the man who attends to his own business closely these days is the one who is doing most for his country, we have saved the price of a Washington ticket and hotel bill and a week's time.—*The Breeders' Gazette*

FOLLOW FAST AND FASTER

Sometimes when we read the news dispatches, we wonder how the railway managers have been able to get the roads into so much better condition since their return to private management. There is such a continuous round of hearings and investigations, at which a large number of the leading railway managers are required to attend, that it is amazing that they find any time left to conduct the business of the roads. Still, there is no doubt that the roads are better off with private managers spending a lot of time answering questions than they were when under the control of a man who gave a lot of his time to politics.—Havana (Ill.) *Republican,* February 3

CRITICS ARE CHALLENGED

Railway executives and managers have been criticised, abused, maligned, probably libeled, during recent years by faultfinders and self-appointed critics, many of them wholly unlearned in the mechanics of the transportation business. On the shoulders of executives and managers have been heaped charges of reckless waste and wanton disregard of public interests. They have been pronounced guilty of financial juggling to the detriment of employes and the public, have been held up to scorn as men guilty of shameful fraud. The strange part of the situation is the fact that the railway men have remained so nearly silent under these charges. In most cases they have gone unanswered, and little effort has been made to put the truth before the public. Doubtless the records of the railroads would disprove much that has been charged. The charges are renewed and amplified each time a man-

ager or executive adopts a course that is not approved by the critics. Quite naturally there are many kinds of railway executives and managers, as may be found in other fields, but that all of them, or a majority, would be found inefficient or false to their trusts has not been established by proof, probably could not be.

President Markham of the Illinois Central has grown tired of these attacks. He has invited his employes to investigate, select men for that work from every line of employment, so there would be familiarity with the records, then come in and learn what facts are shown in the records. It would be helpful to an important situation affecting the entire country if the invitation were accepted. It would be refreshing to have employes make their report. The invitation, as a direct challenge of the truthfulness of the charges, could scarcely be expected if the records show any basis for the charges.

Employes have an interest in the well-being and right management of the companies they serve. Conditions under which railway men labor make for courage and fair dealing, for just consideration that others be not unjustly accused. There would be a public value in upsetting misrepresentation and establishing the facts plainly before the public. In railway management there is room for a difference of opinion, but that difference does not prove falsity of what has been done or proposed. It might put railroads in closer and more friendly touch with the public if that investigation were made, and that would be of untold value to the railroads.—Columbus (Ohio) *Ohio State Journal*, January 3.

CRAFTY MISREPRESENTATION

The unfairness of the advocates of government ownership of railroads is illustrated by some figures recently compiled and published by one of the advocates of the Plumb plan, which would require the government to buy the railroads and turn them over to the employes to manage and operate. This proponent of government ownership took the valuation of a few of the short lines, which have the least expensive properties, divided that valuation by the miles of "track" and then multiplied the quotient by the total mileage of "line" of all the roads, and accepted this product as the value of all the roads. There were two vitally important errors in this method of computation. In the first place, the short lines, with their relatively poorer construction and equipment, smaller terminals and shops, are not representative of the roads as a whole. Then, again, the value of miles of "track" is not comparable with value of miles of "line," for many of the larger roads have several tracks on each mile of "line." The method of computation adopted by the Plumb planner is about as fair as for a railway manager to compute farm values by taking the value of unimproved pasture lands as a basis and multiplying by the total area of all farms. Still, one can scarcely blame the government ownership advocates for resorting to such methods. They would have no argument at all if they had to be fair.—Belleville (Ill.) *Daily Advocate*, January 31.

FIFTY YEARS AHEAD

If in fifty years we shall have a population of 250,000,000, with the necessary 25 billion dollars investment in additional transportation on the rails, and all the prodigious increases in production and in industrial and mercantile establishments of all kinds to provide for the wants and needs of a population 2½ times larger than we now have, as the chairman of the Northern Pacific Railroad tells us, we shall have to take a better attitude toward our railroads than now prevails.

We cannot cramp, pinch, starve and devil with perpetual investigations, governmental restrictions and public hostility our transportation facilities, and at the same time expect them to meet the future in a state of preparedness. We must think and act for the future as well as for the present, and encourage instead of defaming the prime necessity of progress.—Chicago (Ill.) *Journal of Commerce*, January 31.

THE MOTOR TRUCK

When you ride your motor car to San Francisco to San Jose just make a mental note of the number of heavy motor trucks, heavily freighted, that pass you and that you pass, and the number of passenger motors, and you will then learn perhaps for the first time how rapidly difficulties are mounting for the railroads You hear a roar behind you, and you quickly swerve

out of the way. The giant, loaded with from twenty to thirty passengers, passes by, challenging the right of all others to the highway. You have scarcely got under way again when another dreadnought warns you that it is coming; in the meantime a half-dozen loaded trucks have passed you going the other way.

You of course know that your beautiful electric suburban service in Santa Clara County is running far behind expenses, that even your city lines are scarcely keeping even with overhead. You know, too, that the steam roads are constantly coming to the rescue of the electric roads, else the latter would soon disappear from the highways and be no more.

The anomalous angle of the difficulty lies in the fact that the very roads over which the motor busses and freight trucks run are maintained very largely by the railroads themselves, for no corporations in the state pay anything like the same ratio of taxes.—San Jose (Cal.) *Mercury.*

STAR AND UNDERSTUDY

For ever star there is an understudy. No matter how high on the ladder one may be, just below him is another, ready and waiting to take his place. Both are stimulated to effort by the knowledge that one is above, the other below. The star must exert himself to retain his hold upon his place, knowing that if he shall slip he is lost. The understudy must be ready to step into the star's place at a moment's notice. It is a case of the survival of the fittest. Life is filled with stars and understudies. A star is no sooner set than another rises to take its place. Always some one is in preparation for the high places in life, however exalted they may be. No man is so indispensable that another equally capable cannot be found to fill his place when he drops out of the play. Thus does the world revolve in its orbit, pursuing its ordered way, undisturbed by the constant ebb and flow of human life.—Sioux City (Iowa) *Journal.*

NO GOVERNMENT MAGIC

Some people look on government as a sort of magic. It has only to wave its wand, and presto! the genie is summoned from the bottle and things begin to happen The ordinary person has to work and save to get ahead. The government is free from all these crude limitations. All it needs to do is to say: "Let there be money," and there is money.

These ideas seem to be in Mr. Ford's mind when he talks about the government being able to issue money against a great development project and so to finance it without paying interest. If you or I should undertake to build a power plant and were without the necessary funds, we should have to borrow and pay somebody for the use of the money. But Mr. Ford thinks the government, somehow, is different.

How is it different? The government is made up of you and me and the rest of us, associated in various activities. Its only resources are the funds it gets when it writes us to please remit. In Russia and central Europe when people didn't remit, it tried to trade on this widespread impression of government magic, and printed money, bales of it, millions, and billions and trillions of dollars' worth. Pretty soon people saw the magic was a fraud and now the money isn't worth anything.

No, the only way you or I can get money for development work is by borrowing from somebody who has saved it, and paying him for the use of it. The only way you and I and Smith and Jones, associated in a common enterprise called the United States government, can get money for the Muscle Shoals plant, is to borrow it and pay for its use.—Kansas City (Mo.) *Times.*

DECLINE IN RAILWAY BUILDING

For two-thirds of a century the United States witnessed the expansion of railroad facilities, the construction of new mileage having reached its crest in 1887 when 12,878 miles were built. Since then there has been a gradual decline in construction until in 1921, there was a net loss of 1,200 miles of track, 1,675 miles having been abandoned while only 475 miles of new track were built, according to figures presented by the *Railway Age.*

The same authority states further that during the last five years 5,700 miles of unprofitable trackage have been abandoned and only 3,200 miles constructed, leaving a net loss of 2,500 miles since the government assumed control of the roads.

Many factors enter into the situation, not all of them of recent origin. The great boom in railroad building which was at its height thirty years ago resulted in the building of many

lines into new and undeveloped territory, and a slump in building while this territory was catching up was natural. Extensions and short lines have been built since, but the country was pretty well served with railroads until fifteen years ago.

In more recent times the mismanagement resulting from government control has had a devastating effect on the roads. The government burdened them with enormous wage increases without increasing rates. The roads carried the enormous extra business occasioned by the war without material extra compensation, notwithstanding business generally was making greater profits than ever before. When the roads were returned they were granted higher rates, but the slump in traffic and the deflation in profits of general business prevented the roads from retrieving their losses in the war and getting on a firm basis again. Instead they were saddled with higher wages and high rates, which tended to restrict traffic and their own profit still further. Railroad securities logically became weak under such conditions, borrowing capacity became limited and extensions and improvements became unthought of at a time when the roads could not make ends meet.

The introduction of the automobile and the truck has brought strong new competition for the railroads. Their local traffic in particular has suffered. No doubt, most of the short lines that have been abandoned have succumbed to motor competition. This factor will have to be considered in whatever plans the railroads develop for future expansion.

The abandonment of 2,500 miles of trackage within the last five years by no means indicates that the saturation point has been reached in railroads in this country. There are many sections where new lines are actually needed and others where the building of lines would encourage material development and aid in distributing the population more evenly.

The lines that were abandoned may have been badly located under the new conditions, but they were needed somewhere, and many other lines, besides. The transportation problem is one of the most vital and most serious the country faces. Railroad interests and financiers must have the aid of sound statesmanship in rehabilitating and revitalizing the railroad system.—Houston (Tex.) *Post*, February 3.

Concerning "Courtesy"

It has been my good fortune to read every article published in the magazine from the first publication to date. It appears that each contributor has done his part toward defining the term "courtesy."

I have made a study of the term and have reached the conclusion that the most logical definition is the one given by Confucius. When asked "What is love?" he said: "Love is to conquer self and turn to courtesy. Could we conquer self and turn to courtesy for but one day, all mankind would turn to love."

The sign of courtesy: To be ever courteous of eye and courteous of ear; to be ever courteous in words, and ever courteous in deeds.

The law: Not to do unto others what we would not have them do unto us; to breed no wrong in home and to breed no wrong in state.

This saying has no doubt been the foundation of our present Golden Rule.

Confucius lived about 500 B. C. He did not regard himself as an innovator, but as the conservator of ancient truth and ceremonial propriety. He dealt with neither theology nor metaphysics, but with moral and political conduct.

His would appear to me to be more logical than some of our present day theological interpretations, for we have such a diversity of views. With his view we can make our acts square with the facts.—S. CUMMINGS, *Agent, New Lebanon, Ind.*

FORD'S RAILWAY ADVENTURE

Henry Ford's experiment in operating the Detroit, Toledo & Ironton Railroad is being closely watched by the railway men, who are careful to keep us informed as to developments. Mr. Ford has been increasing wages and reducing rates on his railroad, and he has been telling the world how he would run the railroads of the country if they were his. His ideas about running railroads are in more or less violent conflict with those of the railway managers, and it is hardly possible for them to discuss him, his ideas or his railroad with patience. It is not *The Journal's* purpose, however, to comment on Mr. Ford's notions about railway management or on what his critics say about them. It wishes merely to present some figures showing what Mr. Ford is doing with the Detroit, Toledo & Ironton.

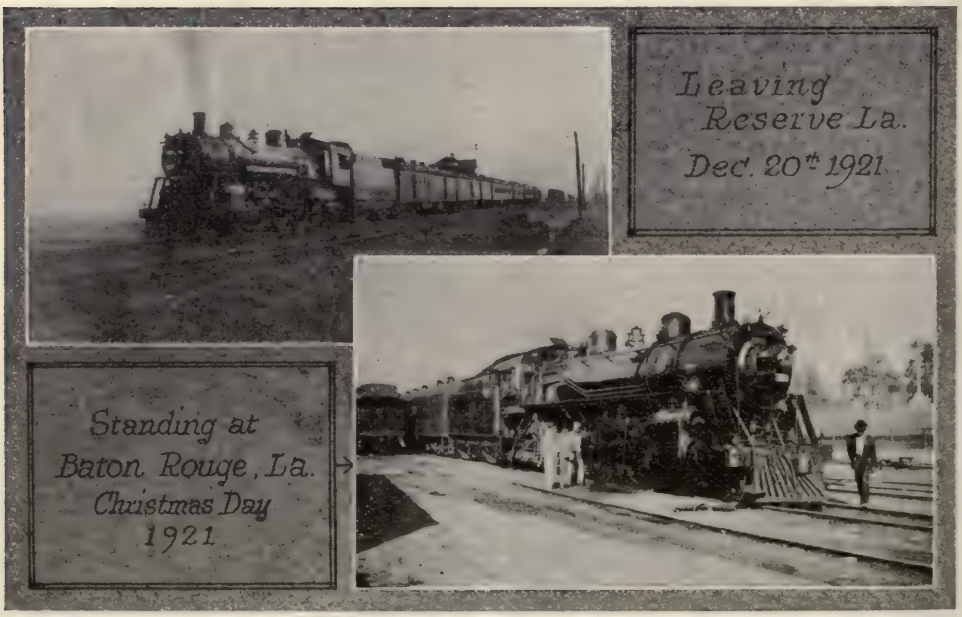
The net operating income of the road in

March, 1921, when the Ford management took charge, was $77,985. For the month of April it was $276,452, a sudden gain of nearly $200,000. Since April the net operating income has shown a decline each month, according to the statistics of earnings and expenses filed with the Interstate Commerce Commission, although its total earnings have steadily increased. For the month of August the net operating income was $70,643; for September, $46,749; for October, $15,191. The gross earnings for October were $213,000 greater than for March.

What is the explanation of the steady shrinkage in the net operating income, while at the same time the gross earnings have as steadily increased? Railway men would answer, doubtless, that the figures prove that Mr. Ford is not the wizard in railway management that he assumes to be. It is a fact well established that the sudden large increase in the net operating income in April, the first month under the Ford management, was due to the diversion by Mr. Ford of all his business to his own railroad. It is clear how this business could be greater in volume at the outset than in the succeeding months. It is to be kept in mind, also, that on July 1 Mr. Ford instituted both advances in wages and reductions in local rates. This would account for a part, at least, of the shrinkage in the net operating income.

The Journal is not presenting any defense of the Ford management of the Detroit, Toledo & Ironton. It is presenting only such facts as are available at this distance. Mr. Ford's theories of railway management will be tested by the monthly balance sheet that he submits to the Interstate Commerce Commission. If he has the right ideas, that will be revealed in the figures on earnings, expenditures and income. If his theories are impractical, that will be shown in red ink. *The Journal* is not so prejudiced against Mr. Ford that it would be unwilling to utilize his plan of railway management, if it could be proved by experience that it is a better plan than that now in practice. It is up to Mr. Ford to make good.—Sioux City (Iowa) *Journal*, December 24.

SOME CO-OPERATION IN THE SAVING OF COAL



Good firing on the New Orleans division. Engine 1080, *on trains No.* 30 *and No.* 31, *running between Vicksburg and New Orleans, was photographed twice without warning by W. W. Allaire of Chicago. J. D. Riggs, engineer of No.* 1080, *appears in the middle in the lower picture, with Engineer J. H. Evans on his right and Fireman C. Damiano, who handles his coal so well, on his left. This engine is shown in a photoplay by Harris Dickson of Vicksburg entitled "Custard Nine."*

Five of Our Mississippi Division Veterans

All of Them Live at Water Valley, and Four Work in the Shops There; Records Vary From 54 to 45 Years

WATER VALLEY, MISS., headquarters of the Mississippi division, is the home of five employes who have been in the service of the Illinois Central and its predecessors at that place for the greater part of their lives. Three of them entered the service in the shops at Water Valley, and have remained in the same departments. The total service of these five men is 242 years, or an average of 48.4 years of service each.

W. H. Myers heads the list with fifty-four years of service. He has two sons who have been employed by the company for about twenty years. John McDermott has spent fifty years of almost continuous service with the Illinois Central, during the last twenty-eight of which he has been active in the politics of Water Valley. W. J. King has served at Water Valley for forty-seven years. He now holds the position his father held for thirty-two years. C. F. Johnson started to work in the shops at Water Valley forty-six years ago, and is there today. A. P. Berglund has spent forty-five years in the shops at Water Valley.

Entered Service at Centralia, Ill.

W. H. Myers is a lamp tender in the yards at Water Valley. He was born on a farm in Allen County, Kentucky, in 1852, and lived in the country until he was 11 years old, when his father died on a farm near Centralia, Ill., where the family had moved. The family moved to town after the death of Mr. Myers, and the boy did odd jobs to help support his mother.

When he was 16 years old, W. H. Myers obtained a position as coach cleaner for the Illinois Central Railroad at Centralia. His salary was $39 a month, and he cleaned every coach left standing in the yards there. After four years he was made car inspector. For eight years he inspected all the trains that came in the Centralia yards.

In 1880 Mr. Myers took a position as helper to the night hostler at the roundhouse in Centralia. After a short time the hostler was discharged, and Mr. Myers was appointed in his place. He continued in that position for six or seven years, and then resigned. After about six months away from railroading, he returned to the shops at Centralia as a blacksmith's helper.

Fired Wood-Burning Engines

It was while he was employed in the blacksmith shop that he first fired one of the old wood-burning engines, he says. Enginemen were scarce, and often he was taken out of the shop to fire an engine. He continued in that position for about three years.

Mr. Myers married in 1881. His wife was Miss Delphine Friderich, daughter of August Friderich, a machinist in the shops at Centralia.

In 1888 Mr. Myers received a letter from a brother in Water Valley, Miss., informing him that the railroad needed men there. Mr. Myers went to Water Valley and began work as a fireman on a regular freight run between Water Valley and Canton, Miss.

When the fever scare came the following year, Mr. Myers saw a chance of rapid advancement and remained in service. Many employes were leaving for the North at that time. Mr. Myers' hope was realized when he was made an engineer on a switch engine in the yards at Water Valley.

At that time, he was the only white man employed in the yards there. His fireman was a negro, the switchmen were negroes and the yardmaster was a negro.

Switching Was Hardest Work

After serving as engineer on a switch engine for fourteen years, Mr. Myers was transferred to be boss wiper in the roundhouse on account of his failing health. He was in that position about two years when he was made lamp tender in the yards, and he has held that position since.

The crew of a switch engine had the hardest of all railway positions in those days, Mr. Myers says. The men worked at least twelve hours every day, and often more.

There were no air brakes then, and the link-and-pin coupling served to hold the cars together. Often, when a car was to be moved, neither links nor pins could be found. That

meant a long walk before the switching could be done.

The young railroader of today cannot complain of hard work, Mr. Myers says.

Wins Success in Local Politics

John McDermott, boilermaker foreman in the shops at Water Valley, is a politician as well as a railroader. He is vice-mayor, street commissioner and alderman of Water Valley. He has served in the government of the city since 1894. But his political activities have not been confined to Water Valley alone. He was on the county executive committee for setting the dates for primary election for four or five years, and he has been a delegate to state Democratic conventions.

Mr. McDermott entered the service of the Illinois Central Railroad in 1872 as an apprentice in the boiler shops at Waterloo, Iowa. T. W. Place was the master mechanic there then. Mr. Place has been on the pension list of the company for several years.

The salary of apprentice boilermakers then was 75 cents a day for the first year, with an increase each year until it reached $1 the fourth year. After the term of apprenticeship was completed, Mr. McDermott was made a journeyman boilermaker at a salary of $2.25 a day. That was an admirable salary in those days, he says.

Steel in His Eye 25 Years

A piece of steel lodged in Mr. McDermott's left eye when he was employed in the shops at Waterloo. It gave him considerable trouble, but he lost no time at the shops, he says. The wound soon healed, and he thought little more of the injured eye. About twenty-five years later, a physician removed the piece of metal at Water Valley. His eye is weaker, Mr. McDermott says, but the sight is not greatly impaired.

Soon after his apprenticeship term was finished at Waterloo, the business of the company became slack, and many men had to be suspended. Mr. McDermott, being the newest man in the shop, was one of the first to go out. He went to Memphis, Tenn., where he obtained a position with the Mississippi & Tennessee Railroad as a boilermaker. During the fever scare of 1878, the shops at Memphis were closed, but Mr. McDermott stayed in the city until work was resumed in 1879. That same year, the shops were closed again for the same reason, and Mr. McDermott decided that the best thing to do was to go north. He considered himself lucky by escaping the first year, and did not want to run the chance a second time.

From Dubuque to Memphis

He went to Dubuque, Iowa, and there worked for the Chicago, Dubuque & Minneapolis Railroad. He was not satisfied with his employment in that company, and welcomed a call back to Memphis when the shops were reopened. He was well liked by the officials of the C., D. & M. at Dubuque, and they tried to persuade him to remain. A man came to take his place, however, and he returned to Memphis as a boilermaker for the Mississippi & Tennessee. This road later became part of the Illinois Central System.

Mr. McDermott remained in Memphis until 1882, when he was transferred to the shops at Water Valley as a boilermaker. Business had greatly increased then, he says, and there was much work being done at Water Valley. Many cars were being built from the ground up, and more men were needed every day.

He was made boilermaker foreman in 1898, when J. T. Goodwin resigned, and he has kept that position since.

Mr. McDermott says that there is a vast difference between boilermaking of today and the early days. There were few tools for the convenience of the workman in his first days, he says. Everything was made by hand, and the worker had to have more skill then. But the finished piece of work today is better than that of yesterday, he says.

Follows in Father's Foosteps

W. J. King, blacksmith foreman in the shops at Water Valley, is following directly in the footsteps of his father. The elder Mr. King, who died in 1901, was blacksmith foreman at Water Valley for thirty-two years. But that does not mean that the present foreman expects to die after he has served the company in that position for that length of time. W. J. King is said to be the youngest old man in the shops at Water Valley, and he looks the part. His physical make-up is truly that of the blacksmith type—robust, sturdy and tough as the metal on which his muscles were built.

Mr. King was born in 1861 at Mobile, Ala. His father was a blacksmith for the Mobile & Ohio Railroad at that time.

When the Civil War was ended, the King family moved to Vicksburg, Miss. The trip, which was made in a wagon drawn by an ox team, required many days of hardships. That

John McDermott
C. F. Johnson
W. J. King
W. H. Myers.
A. P. Berglund

trip, Mr. King says, is the first event of his life he distinctly remembers. The second is the pair of pants which took the place of his skirts on the arrival at Vicksburg. He was a real boy then, and his father's occupation began to loom as the grandest thing in the world.

After several changes, the elder Mr. King accepted a position as blacksmith foreman in the shops at Water Valley in 1868.

Made Good as Blacksmith

When the boy had reached the age of 14, his father got a position for him in the boiler shop. He entered the service as a boilermaker helper, and did not sign the apprenticeship papers. He was determined to become a blacksmith, he says, and did not want to spend four years as an apprentice in the boiler shop. He accepted the position because it was the only thing open at that time. At the end of eight months, he persuaded his father to make out apprenticeship papers for him in the blacksmith shop.

After his name had been placed on the dotted line, Mr. King says, his ambition was to prove himself the best apprentice in the shop. His salary at the beginning was $1.25 a day. This was to be increased gradually during the four years of apprenticeship, and at the time he became a full-fledged blacksmith he was to receive $3.35 a day. J. F. White, master mechanic at Water Valley at that time, believed in encouraging apprentices. When one showed that he was interested in his work, and did his best no matter how minute the task was, Mr. White kept that spark of ambition alive by encouraging boosts in salary.

Young King did his work with a thoroughness that soon drew the attention of the master mechanic, and the apprentice's salary began to increase in proportion to the service rendered the company. The result was that Mr. King was receiving $3.35 a day, the salary of a blacksmith, the last year of his apprenticeship. He was doing the work of a blacksmith. He made rocker arms, tumbling shafts, rods and many other parts for new engines. Everything he turned out was a good piece of work.

Succeeded Father as Foreman

After the 4-year term of apprenticeship was completed, his work was not changed, and neither was his salary. He plugged along with increasing interest trying to accomplish all that he could.

In 1897 the elder Mr. King's health began to break. That year his son was appointed assistant foreman of the shop, and he continued in that position until the death of his father in 1901. W. J. King was then made the blacksmith foreman.

Mr. King claims credit for making the 3½-by-5½ Crupp tire which made the record of running eleven months and eleven days without having to be taken off. The tire was turned over to him after having been split in the original fitting, he says, and he was told to see what could be done with it. A perfect job of welding made it as good as new, and the surprising run of eleven months and eleven days resulted. The tire was finally taken off on account of a split, he says.

Mr. King remained at the Water Valley shops during the fever scares of 1878 and 1879, and did not have the fever.

The railway employes at Water Valley have a picnic every year, and Mr. King plans and arranges the program.

Was a Native of Sweden

C. F. Johnson, carpenter in the shops at Water Valley, proudly boasts of being one of the oldest men in service at that place. He first started to work in 1876 as a carpenter in the shops at Water Valley, and he has continued in that place since.

Mr. Johnson was born in April, 1852, in Sweden, and lived in that country until he was 25 years old. His father was a carpenter and wagon maker, but Mr. Johnson did no carpenter work while he lived at his home in Sweden. His father died when he was 16 years old, and he left the little farm to learn the shoemaker's trade in Norway. He was there a little more than a year when he decided to give it up and return to his farm home.

It was not long after his return from Norway that Mr. Johnson received a letter from a brother who was a carpenter in America. The brother pictured the possibilities of this country so attractively that Mr. Johnson decided to venture across the ocean. On his arrival he found that his first impression was that he did not like the new country, he says, and he gave his brother a good talking to for persuading him to leave the farm at home.

Mr. Johnson went straight to Water Valley, when he arrived in this country, but he was

unable to obtain a position alongside his brother in the shops for two weeks.

Rapid Work Building Cars

His first work was repairing damaged box cars and building new ones. New cars were built complete in five hours by six carpenters, he says. It took about the same time to build coal cars, but flat cars were built at the rate of three in ten hours.

About a year later, Mr. Johnson was put to work on passenger car building and repairing. He remembers one particularly neat mail car which he helped build. It was the pride of all six carpenters who worked on it. They eagerly watched it as it was taken out for the first trip. That same day, word was received that a wreck had occurred, and the new car was demolished.

Mr. Johnson says that his salary at the beginning was only 12½ cents an hour. After six weeks he was raised to 15 cents an hour, and three years later he received 20 cents an hour. At one time in the last few years his salary was 85 cents an hour, but now it has been reduced to 77 cents.

He does little car repairing now except on special occasions. His duties chiefly consist of cabinet making, pattern making, making cabs for engines and furniture for the shop offices.

Put In Shops' First Air Brake

A. P. Berglund, also a carpenter in the shops at Water Valley, installed the first air brake on a car that was built in the shops at Water Valley. He has been in service for forty-five years, all of the time in the Water Valley shops.

Mr. Berglund was born January 1, 1851, in Sweden. His father was a bookkeeper. There was a little farm about the home in Sweden, and the young son worked it until he was about 17 years old. Three older brothers felt the call of America and made the trip across. A lumber mill was established at Water Valley, and the three boys worked diligently to make it a success. The youngest of the three returned to Sweden after he had been in America a short time, but found that the new country offered more opportunities than the land of his birth. He persuaded his younger brother, A. P. Berglund, to leave the old home place and accompany him to America.

On arrival at Water Valley, the youngest boy was given a position in the mill carrying lumber away from the planer. He did not like the new work, he says, and frequently complained to his brother for persuading him to come to America, but he made the best of his circumstances.

Entered Railway Work in 1877

A short while afterward, the two younger brothers became carpenters, and built houses along the right-of-way of the Mississippi Central Railroad. They were successful in their undertaking and thus worked up a large market for some of the lumber turned out by their brothers' mill.

But it was not to last long. The mill was sold in 1877, and the boys were left without a position. A. P. Berglund lost no time in finding work. He had become an accomplished carpenter by this time, and he applied for work at the railway shops at Water Valley. He was given a position as carpenter, and was put to work building new cars and repairing old ones. Later he was given the work of making doors and benches.

Coming of the Air Brake

Mr. Berglund had continued in this work for several years when the news came to Water Valley that all cars were to have air brakes. This was considered a great step in the railway business at that time, he says. It meant a decrease in the number of wrecks and an increase in the length of the freight trains. Up to that time, each car had to have the brakes set by hand. Twenty cars made a huge train, even though the cars of those days were "match-boxes" by the side of the present cars.

A car with newly installed air brakes was sent to Water Valley from Vicksburg, Miss. It was to be a model by which brakes were to be placed on the cars at the Water Valley shops.

Mr. Berglund says that he installed the air brakes on the new mail car Mr. Johnson referred to as being smashed in a wreck on its first trip.

His duties consist now of making ladders, ice boxes, coal boxes, caboose material and repairs for the yards. He has never been laid off, and he has never been injured in service. His record is one of good conscientious service from the beginning.

A New Deadline for Our Magazine

(See Page 7)

A Prayer

WHAT the newly converted railroader said upon being asked to lead in prayer: "O Lord, now that I have flagged Thee, lift up my feet from the rough road of life and place them safely on the deck of the train of salvation. May the safety lamp be known as prudence and all couplings of the train as a strong link of love, and let my hand lamp be the Bible. And, Heavenly Father, keep all switches closed that lead off on the sidings, especially those with a blind end. O Lord, if it be thy will to have semaphore block signals along the line, show the white light of hope that I may make the run of life without stopping. And, Lord, give us the ten commandments as a schedule, and when we have finished our run on schedule time and pulled into the great dark station of death, may the Superintendent of the Universe say, 'Well done, thou good and faithful servant; come and sign the payroll and receive your check for eternal happiness.' Amen."—SELECTED.

On a Slow Train

Every time the conductor of the mixed train passed through the coach the melancholy man inquired nervously: "Are we almost there, conductor?"

"I've told you repeatedly that we'll get there on time," snapped the conductor.

"Remember, my wife is dying," returned the melancholy man dolefully.

Half an hour later the conductor passed through again.

"I guess she's dead now," said the melancholy man, seizing him by the coat tail, "but I'd be willing to pay extra fare if you would speed up a bit and catch up with the funeral. If they embalmed her I might be in time."

The conductor silenced him with a stony stare.

The man remained quiet for a spell, calmly chewing a cut of tobacco and spitting at a cuspidor. Then the conductor passed through again.

"Conductor," said he, "there seems to be a stiff wind dead ahead. If you would get up a little more steam I would be glad to pay for the extra coal. I'd like to see my wife's grave before the tombstone crumbles with age."

"If you don't sit down and keep quiet, I'll make more work for the damage suit lawyers," returned the conductor.

The man sighed mournfully, and the conductor passed on.

The next time the conductor passed through the train the man said excitedly: "Conductor, I just now remember I have a note due in the bank in thirty days, and my credit will be ruined if you don't get me there in time to meet it."

"There'll be an inquest over your remains if you don't watch out," the conductor threatened.

Sadly the melancholy individual fell back in his seat.

There was a lot of switching done at the next station, and when the conductor entered the coach again he endeavored to keep his temper under perfect control. He was surprised to see the melancholy man laughing and talking with a passenger who a few minutes before had entered the coach. A flask containing a suspicious-looking colorless liquid, which a Volstead chemist would have undoubtedly pronounced contraband, was in plain evidence.

"You don't feel so bad about your wife's death just now," said the conductor.

"Time heals all wounds," said the disconsolate one.

"And you're not so darned particular about the note?"

"Not now. I should worry. I've been figuring the thing out, and I find that the note has been outlawed by the statute of limitations since I saw you last."

The conductor collapsed, and the train dragged on.—T. T.

Earlier Chicago

In 1863, there were only two railroad tracks on the lake front, both laid over the piling. The Illinois Central had its roundhouse at Fifteenth street and the Michigan Central ran over the same tracks.

There were two locomotives in the roundhouse which went to the railroad yards

and to the passenger depot. They were used for both freight and passenger trains.

As customary in those days, these locomotives were named—Lucifer and Pluto. Their wide-brimmed smokestacks were a bright red.—J. C. in THE WAKE OF THE NEWS, *Chicago Tribune.*

Revenge Is Sweet

"You got even with that motorist who ran over you," said the sympathetic bystander.

"What do you mean?" asked the pedestrian, who was brushing the dust from his clothes.

"The remarks you made about the vintage of his car brought a blush of shame to his cheek."

A New Angle on This One

When the ambitious young man entered the superintendent's office the office boy was seated in the swivel chair with his feet on top of the desk.

"Is the superintendent in?" inquired the young man.

"Nope; you'll have to wait. Whadda yer want?" said the kid.

"Do you suppose there is an opening here for a college graduate?"

"Nope; not now, but there will be if they don't raise my wages."

That same kid was fired shortly after.

"Well," said the chief clerk to the superintendent, "we've seen the last of him."

"Don't be too sure," replied the superintendent. "He's liable to turn up here again as an efficiency expert."

Those Switch Engines!

The following story is credited to the late John Kendrick Bangs:

A train made up of day coaches and Pullman sleepers broke through a wooden trestle and landed in a frightful mass of twisted wreckage on the bottom of a ravine some eighty feet below. The wrecking crew worked nobly, and after several hours of heroic effort came to a crushed and splintered sleeper at the base of the ruin. There amid the debris, sleeping peacefully, with a beam across his chest, lay the porter, wholly unhurt and dreaming. He was even snoring. The foreman of the wrecking crew, with suitable language expressing his amazement at the miracle, finally succeeded in getting Sambo half awake.

"Wh-whut's de mattah?" stammered Sambo, sitting up and gazing dazedly at the ruin on every side.

"Matter?" echoed the foreman. "Why, jumping jehoshaphat, man! Don't you know that this whole dod-gasted train has fallen through the trestle? It's a wonder you weren't killed. Didn't you feel anything?"

"Why, yas, boss," said Sambo. "I did feel sumpin' kind o' jolty; but I t'ought dey was a-puttin' on de dinah at Jackson."

Speaking of Heat

"Last night was the hottest night in the year."

"Not for me; the hottest night for me was when my wife discovered that my pay had been raised and I hadn't told her of it."

More Married Life

"Well, well," exclaimed the Mrs., looking up from the evening paper, "boots and shoes should be getting much cheaper now. Here's an item that says they are being made from all sorts of skins, even rat skins." Then, in an effort at witticism, she added: "I wonder what they do with banana and orange skins?"

"Why, my dear," replied the Mr., "they make slippers."

Woman Tells of Her Forty Years in Service

Miss Annie B. Perce, Employed in Office of Agent at Cairo, Ill., Comes From an Illinois Central Family

While we are talking about veteran employes of the Illinois Central System, it might be well to pause and take note that not all of our veteran employes are men. Here is a veteran woman employe with an experience of forty years in the office of the agent at Cairo.

By MISS ANNIE B. PERCE,
Office of Agent, Cairo, Ill.

I MAY be said to belong to an Illinois Central family. There has been very little time since the road was begun that members of my family have not been in the service. My grandfather, William L. Perce, was senior member of the firm of Perce, Keith & Snell, which built the line north from Clinton, Ill. Three sisters and two brothers of mine have been in service, and one brother is still in the office here. My father, Samuel Y. Perce, worked for my grandfather as a civil engineer until the completion of the line. He was then made agent at Polo, Ill., and was afterward agent at Dixon, and later at Wapella, from 1865 until 1878. In the fall of 1878 we came to Cairo, where my father was employed in the office until his retirement.

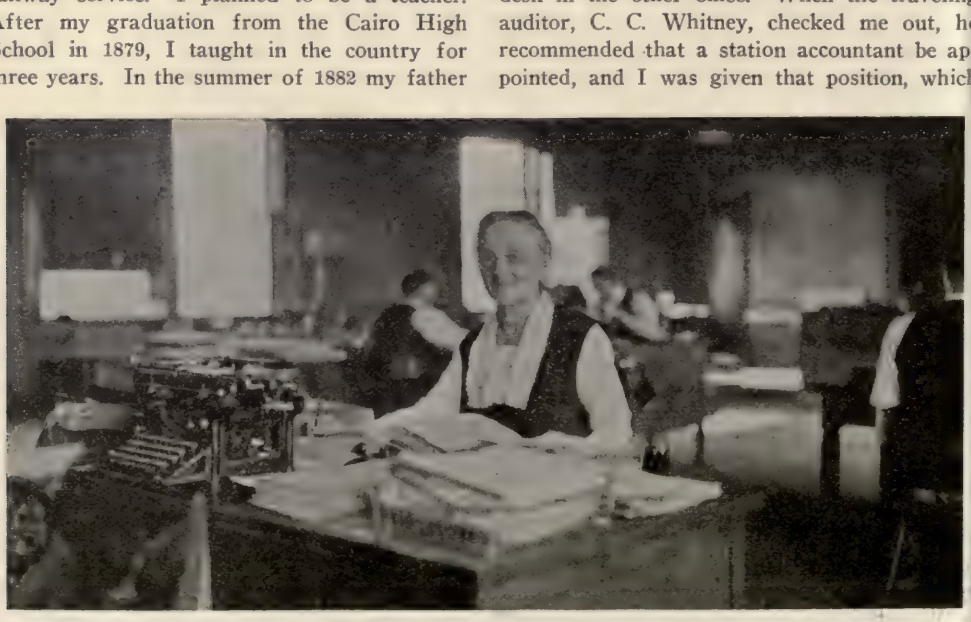
I, however, had no thought of engaging in railway service. I planned to be a teacher. After my graduation from the Cairo High School in 1879, I taught in the country for three years. In the summer of 1882 my father was called away for a few days, and I helped with his work during his absence. Shortly afterward a vacancy occurred on the abstract desk, and the chief clerk, George Chellet, offered me the position. I accepted it, and so all my plans were changed.

Pay Was Good "for a Girl"

At that time very few women were employed in offices of any kind, and I believe I was one of the first in local railway office work. My first salary was $45 a month, which was considered very good pay "for a girl." It was the opinion of most employers in the early days that the chief recommendation for a woman was that her services could be had for less money than those of a man.

After three years as abstract clerk I was promoted to assistant cashier, and three years later was appointed cashier. The cashiership at that time included the duties of station accountant. Cairo and Mounds were then under one agency; so the accounts of Mounds, except the local accounts, were included in Cairo accounts. The position was one of considerable responsibility and hard work.

In 1901 I asked to be relieved and given a desk in the other office. When the traveling auditor, C. C. Whitney, checked me out, he recommended that a station accountant be appointed, and I was given that position, which



Miss Annie B. Perce at Her Desk

I held until July, 1921. Since then I have been handling Uncollected.

From the time of my appointment to the cashiership, in September, 1889, until July, 1921, there was only one month that I did not make up the Statement of Account. That was in May, 1908, when I was absent on thirty days' vacation.

Time-Saving Methods Now Used

Railway office work, like every other kind of work, has changed very much in forty years. We have in the office here an old Freight Received Book dated 1865. This book, made of fine quality stationery, with entries in beautiful and painstaking penmanship, carefully spaced and ruled in red ink, appears as a relic of a more dignified and leisurely age, when contrasted with the modern carbon process, lead pencil records. When my work began the same styles of records were required. Waybills were then abstracted in books and copied on sheets to be sent to the auditor's office. Freight bills were made with pen and ink, each part written, while for use in checking freight a book copy was made, and, in addition to these, notices were made to consignees. It is a far cry from that laborious method to the present manifold system whereby freight bill, cashier's memorandum, notice, delivery sheet, and freight received record are made at one time with a typewriter.

Many records which we considered necessary have been done away with. Although some of them were relinquished with many misgivings, we find that everything goes on and the results are about as satisfactory as before.

I remember one traveling auditor who insisted that connecting line settlements should be entered in detail on the cash book, instead of only weekly totals, and the question was fought out whenever he checked the station. Now the tendency is to cut out all duplications.

Worked More Than Eight Hours

Looking back to the early days in the crowded, inconvenient old stone depot, with none of the modern labor-saving devices such as carbon paper, typewriters, adding machines and telephones, I wonder sometimes how we accomplished all that we did. Perhaps it was because we had more time.

We were not limited to eight hours a day. For many years office hours were from 7 a. m. until 12, 1 p. m. until 6, "and as long thereafter as the work may require."

Working conditions in respect to hours of labor, as well as in many other respects, have greatly improved, and railway clerical work is in many ways more desirable than it was even a few years ago.

During my service Cairo station has had only three agents and four cashiers, but the clerks who have come and gone, if they could be assembled, would make a fair-sized army. Many of them would think it a dream come true if they were to see our present beautiful, large, well-lighted, well-ventilated and modernly-equipped office.

IN NEW QUARTERS

W. H. Brill, general passenger agent at New Orleans, has just distributed 10,000 postcards like this, showing the location of his new offices in the new Hibernia Bank Building at New Orleans. The building, which was completed and occupied October 1, 1921, is twenty-three stories high and has a lantern at the top of the tower 355 feet above the street. The tower is chartered as an official lighthouse by the United States government. The building covers approximately half an acre.

ACCIDENT AND INJURY PREVENTION

Wiping Out Personal Injuries at McComb

By R. E. REVERE, Machinist,
Member Safety Committee, McComb Shops

PERSONAL injuries at McComb shops are handled as follows:

We have a committee composed of one committeeman from each department. It is the committee's duty to inspect all places about the shop that are likely to cause an accident, and report its findings to the foreman in charge, who gives the matter his prompt attention and often prevents a personal injury.

The safety committee is at all times on the alert for defective tools and machines that may cause an injury. Improper conditions are always reported, when found, to the tool foreman, who has the tool or machine repaired so as to prevent any one from being injured.

Emery wheels get special attention at all times. They are kept dressed and the guards are always kept clean, so that the man grinding on the wheel will not have to raise the guard to see what he is doing, thereby preventing eye injuries due to flying emery.

When an employe is injured he is given medical attention as soon as possible. It is the duty of the foreman under whom he is working to accompany him to the doctor to determine just how severe the injury is, so that he will be in a position to state whether or not it will be necessary for the injured person to lose any time or about how many days he will lose.

The foreman in charge makes out a preliminary report as soon as he gets back to the shop. The injured person makes out the usual personal injury report, Form 475. If he does not lose any time he also signs a non-disability slip and returns to his regular line of work or such work as he can do.

By a plan of following up closely each injury and insisting on having the injured person return to work as soon as possible, the number of reportable accidents can be reduced considerably.

We have another reason for watching the

TELEGRAM Form 560

Illinois Central Railroad Company

OMIT EVERY UNNECESSARY WORD

DEAR BILL

IF YOU WANT TO BE A FRIEND OF MINE DONT EVER LET ME CATCH YOU SHOVING ANY CARS OVER A PUBLIC CROSSING WITHOUT PROTECTING THE CROSSING. SOME BIRD PULLED OFF THIS STUNT WHEN I WAS DRIVING MY ASH CAN OVER A CROSSING LAST WEEK AND I CAME PRETTY NEAR JOINING THE ANGELS. THERE WAS A COAL CAR ON THE SIDI NG AND AFTER PASSING IT AND WHEN HENRY'S FRONT WHEELS GOT ON THE MA IN A BOX CAR SHOWS UP HEADED MY WAY - I IMMEDIATELY JOINED THE BIRD GANG BUT THE LIZZIE TOOK THE COUNT. KICKING OR DROPPING CARS IS SAFE FOR YOU FELLOWS BUT IT AINT SAFE FOR TIN-LIZZIES. DROP AROUND AND HELP FIX UP THE OLD BUS SO WE CAN TAKE THAT TRIP NEXT SUMMER.

JIM.

injuries closely. You will find a number of men about the shops who carry accident insurance, and they will stay off work longer than they really should in order to get their insurance and to have a claim for time from the railway company.

After the injured person returns to work there is an investigating committee to find out just how the accident occurred and whether or not it was carelessness on his part.

The committee also makes suggestions on how the accident could have been prevented. This report is put on our safety bulletin boards (which are located in desirable places in each department), and all employes are able to read just how the employe was injured and how it could have been prevented.

The safety committee meets with the master mechanic once each month to go over the different means by which a personal injury might have been prevented, as about 70 per cent of our personal injuries are caused by carelessness.

The best way in the world to prevent personal injuries is for every man to be careful in what he is doing so as not to get hurt or to do something that might cause someone else to be injured.

If a member of the safety committee sees employes doing something that looks dangerous, he goes to them and tells them that they are likely to be injured. Sometimes an employe will laugh at you when you tell him about the dangerous move he is making, but the majority of the men will listen to good advice.

NEW COMMUNITY DISPLAY AT HAMMOND, LA.

Another good piece of work accomplished by the Chamber of Commerce of Hammond, La., is the installation of the agricultural display case at the Illinois Central passenger station, according to the January 20 issue of the Hammond *Vindicator*.

Samples of practically all of the agricultural products of Tangipahoa parish may be seen on display in the case, making a beautiful and pleasing effect, which will no doubt attract the eyes of hundreds of people as they pass through Hammond. In the case may be seen fine specimens of corn, sweet potatoes, strawberries, oranges, preserves, pecans, cotton, cotton seed, and in fact the many crops cultivated in Tangipahoa parish. Handsome photographs of scenes at the fair grounds are tastefully arranged so as to give the best result.

Fair Manager Mort Bixler and A. A. Ormsby of the Louisiana Agricultural Extension Department arranged the display for the Chamber of Commerce, and will, from time to time, make an inspection and see that the case is kept attractive.

"It is certainly a fine advertisement for this section, and the money expended in assembling the display was judiciously spent. We only wish that the parish had one of the displays in every large northern city. The result would be surprising," declares the *Vindicator*.

Promptness a Big Factor in Handling Mail

Our Chicago Platforms Take Care of an Average of 35 Inbound and 41 Outbound Cars, or 250 Tons, Daily

By J. W. DODGE, JR.,
General Foreman, Mail Platforms, Central Station, Chicago

"PROTECT the mails if it takes every marine in the service" are the orders of the Postmaster General. it has not been necessary for the management of the Illinois Central System to issue such drastic orders, but it is generally understood that the United States mails must move without unnecessary delay.

In order that a clear understanding may be had, it should be borne in mind that the proper handling of United States mail covers a wide field and demands accuracy, promptness and close co-operation of the various departments.

At Central Station, Chicago, the mail is classed in two units—inbound and outbound.

All carloads inbound are switched to the incoming platform, unloaded and classified for twenty-two different points and dispatched to the various stations by automobile, on schedule. Ten minutes is allowed for the placing of these cars. Mail handlers must do this unloading and classifying under scrutiny of government transfer clerks. Less-than-carload mail is trucked to the incoming platform and disposed of in the same manner. The incoming platform will accommodate five cars. It is 300 feet long and varies in width from 8 to 25 feet. An average of 35 cars, or 10,000 pieces of mail, per day is handled over this platform.

The outbound platform is 12 feet wide and 200 feet long. Mail is delivered on this platform and separated on trucks for the various cars and trains. All of the outbound mail is trucked to the cars after separation and is then again separated and piled according to diagrams furnished by the government for each car. An average of 41 cars, or 13,000 pieces of mail, per day is loaded outbound.

At this station mail also is handled for two other railroads—the Big Four and the Michigan Central.

The mechanical department figures largely in the handling of mail. Postal cars must be in a sanitary condition, supplied with fresh water and ice. The lights must be in such condition that they will function properly, and the heating facilities must not fail in cold weather. Postal clerks must be comfortable, or they cannot accomplish the work assigned them. Loading is delayed if steam is not turned on, because the postal clerks are not required to enter cars until they are heated to a comfortable temperature.

The switching of postal as well as storage mail cars is one of the most important items in handling mail properly. A delay in placing incoming cars for unloading results in the scheduled automobile having to leave the station without mail in order to perform its other work on time. This necessitates calling an emergency automobile, and in most of such cases, if connection mail is involved, the connection is missed and an irregularity results.

Failure to place cars for loading on schedule time prevents the clerks getting into them, and mail cannot be loaded until clerks have reported. The bulk of the mail in these cars is to be worked, and consequently a delay means extra effort and sometimes a failure to deliver at destination or transfer point. All avoidable irregularities are chargeable to the railroad and subject to fine in each case. Fines

The Mail Platform in 1905. Foremen H. Hunt (2) and R. Grabham (4) and Platform Men T. Malley (1) and C. Campbell (3) are still in service.

The Mail Platforms Today

can always be collected for they can be deducted from the railroad's compensation, and, when once assessed, they are seldom remitted. Government transfer clerks are assigned to the platform at all times, and it is their duty to report all irregularities.

Mail handled over this platform is of five classes, as follows: Registers, pouches, daily papers, paper mail and parcel post. Each outgoing pouch, sack or parcel must be loaded in a certain car of a certain train, and mail handlers must know what mail must be loaded into each particular car. If it is to be loaded in postal cars, it must be taken to the proper door; otherwise it is thrown out by the clerks. This necessitates re-handling, as clerks have no time to direct mail other than their own, even though they may know in which car or portion of car it is to be placed. If loaded in storage cars, it is the duty of mail handlers to separate and pile it properly, for, if wrongly separated, it is carried by destination or transfer point and an irregularity is reported. Except when separating or piling mail inside of cars, the entire work of mail handlers is out of doors.

Before the inauguration of the parcel post mail, Central Station had a platform six feet wide and twenty feet long. An average of 5,000 pieces of mail per day passed over this platform, requiring the services of fifteen men. The present platform, 500 feet long and 12 feet wide, extends from Roosevelt Road (12th Street) to 13th Street along Indiana Avenue, and an average of 250 tons of mail per day is handled over it, requiring the services of fifty men.

This article would not be complete without referring to the personal side of the mail handlers at Central Station. The majority of the men have been in the service several years. Many of them are married and own their own homes; they are a conscientious and loyal group of employes.

TELEPHONE SAVED TROUBLE

An advantage of the telephone over the telegraph is shown in the following letter from A. A. Freiberger, chief train dispatcher at Memphis, Tenn., to B. Weeks, superintendent of telegraph:

"At 9:15 a. m., January 11, the section foreman at Rising Sun, Miss., came in on the dispatcher's telephone at the conductor's booth at that point and reported finding a piece of broken flange from a car, which had evidently broken out of a car in a train southbound that had just passed there a short time before.

"We caught this train at Cruger and found eighteen inches of flange on the lead wheel on the forward truck of a heavy coal car in his train broken out. It would, no doubt, have caused a derailment before the train arrived at Gwin had it not been found at Cruger.

"Had there been no booth telephone at Rising Sun, no doubt an accident would have occurred before the section foreman could have reached a telegraph office to report."

Speech! Speech!

Our best friend argues that it is unnecessary nowadays to cultivate good speech. "How wonderful," "I'll tell the world," and "You know it," she claims, will carry one through any conversation. And she cites the modern fiction marvel, whose heroine wends her way through the chapters, stopping here and there to breathe a soft "Damn!" We agree with our best friend that "damns" should be soft, unless one happens to catch her fingers in a door.

Some individuals have an ear for music. They may be unable to play or sing a note, but their musical ear detects the slightest discordant sound. Unfortunately, we have not an ear for music, but we have what affects us in much the same way—an ear for English. The "ain't got nos" and "don't want nones" chill us disagreeably.

We must tell you about Jim, our one-time office boy. His nose turned upward at the tip, and his hair was too much on the carrot shade to make an artist rave. But he had a charming smile, and we liked him so much that one day we reminded him that he should not say "ain't." He frowned belligerently upon us and retorted, "Mr. Blank says ain't." Mr. Blank was the head of the department and the sun in Jim's small universe. So our efforts with Jim ended there. Mr. Blank was a graduate of a famous Eastern university—and one may say what one pleases, it seems, if he knows better!

By your conversation are you known. Time and again we have heard a lament like this: "Mrs. Brown is a stunning woman, but when she opens her mouth"—and there words fail the speaker. What are some of these little "give-aways"? We shall point out a few of them.

On the suburban train one day we overheard a smartly gowned woman prefacing her remarks in this way: "Between you and I." We wanted to whisper in her ear, "Never between you and *I*, dear madam; always between you and *me*." Don't you remember 'way back in seventh grade, when we wore curls or pigtails, and wrestled with prepositions and cases? We learned that prepositions must be followed by the "me, her, and him" pronouns, and not the "I, she, and he" forms. Prepositions are words like between, into, upon, over, among, behind.

Another common error: "Laura invited Mae and *I* to go." Or, "She asked *we* girls to come for luncheon." In the former case, whom did Laura invite? Mae and *me;* objective case after the verb. In the latter case we are confused by the word "girls," for doesn't the sentence really mean, "She asked *us* to come for luncheon"? We would not say, "She asked *we* to come."

Thanks to an excellent English teacher, who advised us to "Murder your relatives, but don't split your infinitives," we learned to avoid such expressions as "to quickly go," or "to at any time come." So we should say "to go quickly," or "to come at any time."

Some teachers declare for "He don't" and "It is me," instead of "He doesn't" and "It is I," but we are just old-fashioned enough to adhere to the latter form. "It is she," and "It is he,"—not "It is her," and "It is him."

Woman has come to play such an important role in civic affairs, and she is called upon so frequently nowadays to take the "stump" in behalf of some measure or other, that it behooves her to look well to her speech-making equipment. She needs every bit of poise that she can command, and if there must be a mental tussle with a word or an expression of which she is doubtful, her momentary hesitation will interfere with her continuity of thought, and she is in danger of losing her grip upon her audience.

Some women converse easily and correctly, but if one feels the least uncertainty about grammatical forms, she should consult one or

more of the numerous books on the subject which line the shelves of our public libraries and which are accessible at almost any time. In addition to this, there are several magazines published at the present time which devote their contents exclusively to correct English. In the daily newspapers we frequently find mispronunciations played up. Haven't you seen the word "column" distorted into "colyum"?

We do not agree that conversation has degenerated into a few slang expressions. We cannot all be brilliant conversationalists, but we can improve the quality of our conversation. Careless expressions indicate careless thinking. There are so many beautiful things in the world about us, in music, art, literature, and the wonders of nature, that, since it is said that women *must* talk, it seems too bad to waste our energy in wielding that weapon which may even destroy our neighbor's good name. Don't you remember the story about the woman who opened a bag of feathers and scattered them to the four winds? That is about what happens when we circulate gossip. We can no more pick up the escaped fragments than she could recover her feathers.

Household Hints for Home Makers

To remove indelible (copying) pencil marks, soak fabric in grain or wood alcohol until stains are dissolved, then wash with soap and water.

If cauliflower is cooked in equal parts of milk and water, it will not become discolored.

Oil of pennyroyal will drive away ants. Sprinkle a few drops on bits of cotton and distribute them near the cracks or openings where the pests enter.

Use an earthenware bowl and a slitted wooden spoon to cream butter and sugar. Metal utensils discolor the sugar and shortening.

To clean enamel paint, rub first with a woolen or cotton flannel cloth wrung out of hot water, and then with a clean, dry cloth.

Burn your tongue? A bit of butter will relieve the smart.

A small package of raisins in the school lunch will please the children.

Hang your blouses upon clothes hangers and they will not wrinkle.

A mop wringer fastened to the cleaning pail saves much stooping and wrings the mop more thoroughly than can be done with the hands.

Tennessee Division Recipes

CHOCOLATE FUDGE.—Cook together 3 cups granulated sugar, 3 tablespoons cocoa, 2 tablespoons white corn syrup, 1 tablespoon butter or cooking oil, ¼ teaspoon salt, and ¾ cup milk until the mixture forms a soft ball when dropped in cold water. Set aside to cool. Then add 1 teaspoon vanilla, and beat until it creams. Pour into greased pan and cut in squares.

SALTED ALMONDS.—Blanch almonds by pouring boiling water over them. Let stand a few minutes, remove skins, and dry in oven. Fry in deep, hot fat. Remove from kettle and sprinkle with salt. Place in oven a few minutes to dry.

WELSH RABBIT.—Heat 1 cup sweet milk, add 2 cups grated cheese, and cook until cheese melts; beat in yolks of 2 eggs, salt and pepper to taste. This covers four slices toast.

FRUIT SALAD DRESSING.—Heat to boiling point ¼ cup pineapple juice, ¼ cup orange juice, ¼ cup lemon juice, and 3 tablespoons water. Sift together 1 tablespoon cornstarch and ½ cup sugar. Stir hot liquid into dry ingredients, and cook in double boiler 15 minutes. Slightly beat 2 eggs, then add the cooked mixture, a little at a time, until all has been used, beating constantly. Put back on stove for one minute. Thin with whipped cream.

CHEESE-NUT LUNCHEON SANDWICHES.—2 cups finely chopped nuts, 1 cup grated cheese, 1 teaspoon sugar, 1 teaspoon salt, 1 cup salad dressing. Slice bread in shape and size wanted. Cover the bottom slice of bread with nuts, spread salad dressing over the nuts, then cover with cheese, salting and sugaring it the least bit, add more salad dressing, then a

Railway Business Ethics

To provide courteous and efficient service.

To be able to assure the public of clean, sanitary and safe transportation.

To avoid the "public be damned" attitude and collaborate with civic communities in betterments for both public and railroad.

To instill loyalty in our employes toward railroad, community and country.

To solicit business on a fair and square basis of dealing and sell to the public as much transportation as we can, as that is all we have to sell.

To be open and above-board in our dealings and be fair, and to demand the same in return.—H. J. Roth, *Superintendent, Indiana Division, at meeting of Mattoon, Ill., Rotary Club.*

lettuce leaf, and top it with the other slice of bread. This quantity makes five sandwiches.

Every Woman's Duty

Grandmother used to shake her head and say, "March, many weather." So get out your veils, dear ladies, for there will be harsh winds—depend on it. To prevent a rough and blowzy skin, apply a substantial foundation of cream and a generous coating of powder, before venturing forth in the weather.

Drink plenty of buttermilk. It is a complexion beautifier.

To stop a choking spasm, raise the left arm above the head.

Among one's toilet preparations should be included a vial of glycerine and rose water (equal parts), for chapped hands and lips.

Listen!

We had cherished the notion that as soon as a diamond blossomed on her ring finger, the happy creature hustled about and learned to cook. But no, there sat one of the species, viewing her "shower" of miscellaneous gifts, carelessly asking whether beans could be cooked in the pretty casserole. (And the wedding only eight days away!)

"We can have toast and coffee, anyway," she remarked, examining the electric toaster.

"You will learn to cook very soon," someone reassured her. "It will come naturally to you."

We could not help hoping that her first efforts as a cook would also "come naturally" to the happy bridegroom.

—

The play was an adaptation of a popular novel by a Spanish writer, and the hero had met a tragic death. As I stood in the lobby, two pretty young things passed me, "goulashes" flapping.

"Did you like it?" floated in my direction.

"All but the ending. Wasn't it just too sad?"

Youth insists upon a happy ending, thought I. But a moment later two silver-haired ladies (I know they were adorable grandmothers) paused long enough to voice their regret that the hero could not have lived "happily ever after" with his Rosa.

Bless their feminine hearts! Young or old, isn't it just like them to look for a happy ending in affairs of love, whether portrayed upon the stage or screen, or lived in the human experiences of those around them?

COMMUNICATIONS

This magazine is not responsible for opinions printed under this heading. Initials or pen names will be permitted only when correct name and address of the writer are known to the editor.

The Fuel Conservation Campaign

To the Editor: Reading in the January issue of our magazine how the Louisiana division saved the most coal and came out winner in the fuel conservation campaign ahead of the Memphis and Tennessee divisions, which were about tied for second place, I decided that the most important feature was left out.

If this fuel campaign had been held prior to September, the Louisiana division would not have won the record for the most fuel saved per 1,000 gross ton miles in freight service.

We all know that the largest portion of coal consumed on a railroad is that burned on through freight trains handling heavy tonnage. On most of the divisions of the Illinois Central System, we have superheated locomotives to handle this tonnage, and we all know they are very economical in the use of fuel.

I was in Gwin, Miss., one day while the traveling engineer was weighing some of the locomotive tanks to ascertain the amount of coal they had consumed in the trip. He showed where he had weighed an 800 class (saturated) engine and one of the 1500 class (superheated) and each had taken the same amount of coal, but the superheated engine had brought in 900 tons more freight than the saturated engine, indicating the great saving that may be effected where superheated power is used.

During August and the early part of September the Louisiana division received about seventeen locomotives of the 1500 class. These are superheated engines. They were the first superheated locomotives that the Louisiana division had received, and they were placed in service as soon as they arrived.

The Louisiana division has about 175 miles of double track, as compared with 27 miles on the Memphis division.

During September and October there were seventeen superheated locomotives, with a tractive effort of 51,630 pounds each, operat-

ing between McComb and Gwin. All the locomotives operating on the Memphis division in freight service were of the 941 (saturated) class, with a tractive effort of 39,180 pounds. So we can all see what the Memphis division had to compete with, and we can have a better conception as to why the Louisiana division came out winner over the Memphis division.

The meetings held, the talks made, the cartoonist, etc., alone did not win this drive, for this propaganda was carried on by all the other divisions, but it was the superheated locomotive vs. the saturated locomotive that put the Louisiana division ahead of the Memphis division in the fuel campaign.

Now I know a great many will take exception to the foregoing, especially the ones on the winning division. But just a question to those who do: Suppose the management had sent these seventeen superheated locomotives to the Memphis division instead of to the Louisiana, and had let the latter operate with the saturated power; which would have won, then, in the amount of fuel saved?

I suppose some time we shall have superheated locomotives in freight service on the Memphis division, and, if we ever do, the other divisions will have to go some to get ahead of the Memphis division in the least amount of fuel consumed per 1,000 gross ton miles in freight service.

The Memphis division, being nearly all single track, requires the use of more fuel when trains meet, as one or the other has to be stopped, and sometimes both. One thing that speaks well for our dispatchers is that they keep us moving most of the time.

Now, taking this all in all and summing it up, with the Louisiana division mostly double-track and the Memphis division nearly all single-track, the Louisiana division having superheated locomotives with an advantage of more than 11,000 pounds in tractive effort over our saturated type—both of which were factors in effecting a better saving—I think the Memphis division, in view of the facilities at hand, made a better saving than the Louisiana division in freight service during the fuel conservation campaign.—J. O. HARLEY, *Engineer, Memphis Division.*

Wrecking Crews

TO THE EDITOR: I am really astonished at the wasteful methods of some wrecking crews. I think the crew ought really to be a "salvaging" crew. Some crews live up to their names and make worse wrecks than they find.

Very often many things are stolen from the wreck because it is improperly guarded. I have known of some instances where very much valuable freight was stolen or was allowed to go to waste through carelessness.

Very often the wrecking crew will come out in a great hurry, set fire to some cars that could be made usable at a very reasonable cost, and hike back home.

Now I can't see very much economy in that. Every car that can be made usable at a reasonable cost for repairs should be saved. Cars are not very plentiful at the best, and the cost of new ones should be figured.

Suppose we change the name of our wrecking crews and a lot of the work.—F. R. HARPER, *Fowlkes, Tenn.*

FROM A PENSIONER

G. W. Hall, pensioned engineer, writes as follows from Route 3, Box 37, Springdale, Ark., to Superintendent J. F. Dignan at Freeport, Ill.: "Annual pass, No. 25649, for myself and wife received. Also pension for January. Thanks for both. Memory often brings other days back. Forty-two years on railroads gave much experience, both of pleasure and hard work, many trials and temptations, all of which were not resisted as they should have been, but now on the last stages of our long journey we are blessed with many kindnesses by our old Illinois Central Railroad. Passes, pension and magazine are all appreciated, and the magazine is passed along to ex-employes who live near us."

A TALKING POINT

The passenger department has called attention to one of our recently named trains, the "Hawkeye Limited" (Trains 11 and 12), operating between Chicago, Omaha, Sioux City, and Sioux Falls. The "Hawkeye" is an all-steel train operating on fast schedule. Its equipment consists of coaches, chair cars, "Hawkeye Limited" (Trains 11 and 12), opervation sleeper, the latter being operated between Chicago and Sioux City. Dining car service for all meals is provided.

Fighting the Snow on Our Western Lines

Program Includes Careful Preparation for Winter Service and Prompt Use of Adequate Equipment

By M. M. BACKUS,
District Engineer, Waterloo, Iowa

ONE of the large problems in getting traffic over the Western Lines in winter is handling snow, and our success in serving the public is measured by the extent to which we eliminate or overcome interference from this source.

To cope with this proposition, means are taken in advance of the actual troublesome season to prepare against delays. Prior to the winter months, meetings are held on each division, the final meeting being held in the general superintendent's office, to go over in detail ways and means of combating the heavy snows which may be expected at some time or other but which usually come with little advance notice. An organization is perfected so that, when snow does become a menace to traffic, every interlocking plant, every switching lead, every engine lead, every turntable, every passenger platform, and, in fact, every switch, is protected. Each outlying switch is equipped early in the fall with a snow broom and shovel. At points where vehicular passage over our tracks is not frequent in winter months, the crossing planks are removed; at other points, flanger signs are maintained so that when flanger is run for cleaning snow away from rail the operator will know where these crossings are located.

Protection Against Snow

Means are taken to keep snow away from points where it will cause trouble. Turntable pits in this territory are constructed with considerable space between the bottom of turntable and the floor of pit so as to delay interference on account of snow and ice accumulating.

The snow fence, which is of two types, permanent and portable, is a large factor in avoiding trouble, these fences being constructed along the top of cuts on lines parallel with the track. The permanent fence is made of 1x6-inch boards fastened to wooden fence posts which vary in height according to estimated needs. This fence is built on the wayland line and takes the place of standard wire fence in its service of turning stock. The portable fence is piled up and protected against fire in summer months. In the winter months it is usually placed outside of the waylands on the farmers' fields. The most serious interference to traffic by snow is due to drifting in the cuts. To prevent this, snow fences are used. They retard the wind and air currents so that much, if not all, of the snow which is being carried along is stopped by the plank in the fence, or deposited back of the fence instead of in the cuts. The portable fence, after depositing one drift its full height, can be moved back and in some cases where the snow is heavy can be placed on top of drift and be again as effective as when first placed.

Snow Fighting Equipment

Weather bureau reports are now obtainable so that fighting snow, except in rare cases, can be accomplished efficiently by means of the organization perfected in the fall. Assigned men, with snow brooms, shovels, scoops, home-made wooden snow plows operated by hand, and melting torches in case of sleet, keep interlocking plants and turntables in operation, and do such work around station platforms as will insure their being clear of snow on arrival and departure of trains. Other men keep open the working leads in freight yards and the engine leads in mechanical terminals.

There are assigned and ready for immediate use at Freeport four wedge plows, two box car flangers, and one Russel snow plow; at Dubuque, Glenville, and Cedar Rapids, one wedge plow at each place; at Waterloo, one Jull plow, one Russel plow, one box car flanger, and two wedge plows; at Fort Dodge, Cherokee, Sioux City, Sioux Falls, and Council Bluffs, one wedge plow each; and at Fort Dodge and Cherokee, one Russel plow each.

Wedge plows are prepared for service by fastening them on to the end of Roger ballast cars which are weighted down with coal. In the spring these cars are dismantled and put in ballast service. The coal primarily used for weighting down the ballast car often furnishes auxiliary supply for heating or for firing a boiler.

The Russel plow is considered our most efficient snow fighting device, the usual practice

being to put it ahead of one or more engines to be literally shoved through the drifts. This plow is equipped with flangers, but otherwise has no machine or engine. It is usually followed by another engine which is used as pull-out engine if the plow gets stuck in the drift, and with it is a gang of laborers with shovels to be used whenever their services are needed.

How a Rotary Plow Works

The Jull, or rotary plow, has also proved effective. It is equipped with an auger-like arrangement which bores into the drift as the plow is pushed by the locomotive and deposits snow to one side and behind the plow. This machine is operated at the rate of only four to five miles per hour, so as to permit of disposing of all the material which enters the auger. It is equipped with the standard locomotive boiler. Early in the fall experienced engineers are assigned from each division, three for each of the Russel plows and two for the Jull plow, to handle air on the plows, communicate with engineers on locomotives and operate flangers.

After an opening has been made through the heavy drifts for the safe operation of trains, and after the storm has abated, it is often found advisable to widen the opening, this being done by means of an American ditcher or Jordan spreader. In terminals, the Jordan spreaders can be used to advantage in cleaning off yard tracks, and the American ditchers in loading snow around station platforms, and engine and working leads.

High winds with a fall of snow may cause delayed passenger trains and retard the movement of freight trains, but the practice now in effect is to take trains, especially of dead freight, to the terminal and hold them there until the storm is over. An efficient organization is handling our snow fighting equipment.

Some Pictures NOT Taken at New Orleans

A Challenge to Illinois Central Bowlers

Railway Men Should Be Well Represented in National Tournament in Chicago Beginning Late in April

By WALTER E. DuBOIS,
Voucher Clerk, Chicago

RAILWAY men from all over the country have often wished they could take part in a bowling tournament for transportation employes only. Their wish will be gratified this year, for a tournament of railway, steamship, American Express and Pullman employes, or a combination of the foregoing employes, will be held in Chicago this year, starting on April 29 at Bensinger's Randolph street alleys. Five-men contests, doubles and singles will be rolled, and the entry fee for each event will be $1. It will also cost 25 cents a game for the use of the alleys. All fees will be collected when the players appear on the alleys.

It is expected that at least fifty teams from the Pennsylvania Railroad will take part, with other roads in the same proportion, and it is the wish of the Illinois Central System bowlers of Chicago that at least thirty teams from points on the Illinois Central System will take part. Free transportation is one of the blessings we enjoy, and bowlers are urged to take advantage of that fact, take part in the tournament, and at the same time have a chance to look Chicago over.

The committees handling the tournament wish to take care of the out-of-town bowlers first and have reserved Saturdays and Sundays for them, so as to avoid loss of time from duty. Those desiring to enter are urged promptly to notify W. P. Enright, Room 305, Central Station, Illinois Central Railroad, Chicago, as to what time they can reach Chicago and the time their last train leaves, so that they will be properly taken care of.

Practically all entry fee money will be used as prize money, for the only expense will be for printing and postage, which will leave plenty of money to be distributed among those lucky enough to hit that head pin right. No one is sure of winning, which makes bowling the greatest of indoor winter sports, and another point that should not be overlooked is the experience entrants will gain, which will be of advantage in our next tournament.

A good room may be had cheaply at various hotels, while meals may be had at numerous cafeterias ranging from 25 cents up. Those desiring something more pretentious may also have their wishes gratified.

All entries must be in the hands of the committee on or before April 12.

The team from the Land and Tax Department in the 12th Street General Office Bowling League at Chicago has stepped into first place, and the members declare they will finish in that position. When Bernbach was injured, it was the beginning of the end of the hopes of the Engineer Maintenance of Way team to finish in first place.

The General Superintendent of Transportation's team, after various ups and downs, once more is in third place, while the General Freight team has surprised all by landing in fourth place. Teams representing the Vice President Accounting and Chicago Terminal Improvement are tied for fifth place, but the chances seem slightly in favor of Captain O'Connor and his team. The Auditor of Miscellaneous Accounts' team has slipped badly, but has plenty of room between itself and the team from the Auditor of Disbursements' office.

The Vice-President Purchasing is coming with a rush and may pass the Auditor of Disbursements before the end of the season, for Larson has his team working well. The Engineer Bridges and Buildings has held the same position for some time, and will probably remain there to the end of the season.

Kindly note that the Officers have moved out of the cellar, and now Mr. McComb is as happy as a kitten with two tails. Captain Ullrich has been unable to get his team started, and it is now resting easily in last place. Next month we shall have the final results, for the season ends March 10.

Here are the standings as of February 10:

	Teams	W.	L.	%	Av. Pins Per Game	High Game	High Series
1.	Land & Tax	44	10	815	813	909	2,657
2.	Engineer Maintenance of Way	42	12	778	795	940	2,554
3.	General Supt. Transportation	36	18	667	765	865	2,443
4.	General Freight	33	21	611	754	864	2,433
5.	Vice-President Accounting	32	22	593	773	907	2,548
6.	Chicago Terminal Improvement	32	22	593	746	888	2,494
7.	Auditor of Miscellaneous Accounts	30	24	556	746	925	2,466
8.	Auditor of Disbursements	22	32	407	725	829	2,418
9.	Vice-President Purchasing	21	33	389	726	911	2,484
10.	Engineer Bridges & Buildings	19	35	352	708	808	2,301
11.	Officers	8	46	148	627	788	2,243
12.	Vice-President & General Manager	5	49	092	653	811	2,242

The Leading Bowlers

	Name	Games	Average	High Game	High Series
1.	L. H. Bernbach	42	185	269	631
2.	W. P. Enright	45	181	221	598
3.	C. M. Knodell	50	177	233	592
4.	C. J. Riley	54	176	220	584
5.	M. Block	54	175	218	588
6.	A. A. Koch	51	171	225	607
7.	W. J. Larsen	51	170	221	570
8.	S. Cote	52	169	233	598
9.	A. L. Rolff	54	166	213	588
10.	E. K. Collier	54	165	236	589
11.	M. A. Grace	51	165	218	571
12.	F. A. Stone	54	164	215	567
13.	H. A. Rozene	45	162	213	589
14.	H. E. Coble	51	160	223	555
15.	B. E. Breitzke	51	158	205	524
16.	R. E. Krubeck	51	158	200	521
17.	W. S. Camp	54	156	214	550
18.	J. J. Ullrich	49	155	209	539
19.	F. F. Brown	54	155	201	555
20.	Chas. Butler, Jr.	54	155	206	510
21.	H. J. Carney	48	155	218	570

The 63d Street General Office Bowling League at Chicago stood as follows on February 16:

Teams	Won	Lost	Average	High Game	High Series
New Orleans Special	48	12	850	981	2,881
Seminole Limited	47	13	857	974	2,822
Panama Limited	38	22	816	953	2,671
Daylight Special	35	25	812	955	2,543
Diamond Special	34	26	817	981	2,721
Freeport Peddler	19	41	758	895	2,506
New Orleans Limited	18	42	759	923	2,515
Gilman Local	1	59	685	856	2,379

The Leading Bowlers

	Games	Average	High Game	High Series
Hengels	39	184	230	616
Callaway	48	184	233	613
Pierce	57	184	255	632
Heimsath	57	181	227	636
Beusse	51	178	246	608
Tersip	60	178	226	610
Does	51	178	238	575
Smith	60	175	246	642
Olson	48	174	244	587
Hanes	60	174	246	591
Breidenstein	51	171	233	596
Merriman	54	171	212	567
Giesecke	60	168	217	556
Hulsberg	57	167	233	570
McKenna	60	167	234	604
Lind	60	165	214	563
Goodell	57	163	224	578
Jacobs	45	162	208	570
Miller	54	162	208	552
Kempes	60	162	219	573

P. W. Smith of the Seminole Limited was in rare form recently, totaling 642 for his three games.

The Gilman Local has fired up and is now in trim for a race with the New Orleans Limited.

Powers ("the St. Louis kid") was back in the line-up recently, having finished his course of "warmin' the bench," and rolled 567 for his three games. His score of 567 is high series on his team, the New Orleans Limited, and he also had a 219 game, which is high game for his team.

The race in individual average leaders is tightening up. Callaway slipped, and now Hengels leads, with Pierce third. There is a difference of twenty pins between first and third places.

The Daylight Special trimmed the Panama three straight recently.

The New Orleans Special rolled high series for the season recently, a total of

2,881 pins for three games. The following week the Seminole rolled 2,822, which is second high.

Here are the Burnside Shops' Bowling Club standings for the week ending February 11:

Teams	W.	L.	Pct.	High Game	Team Average
Machine Shop	35	7	.833	900	776
Carpenter Shop	27	15	.692	865	769
Tin Shop	21	21	.500	836	756
Freight Shop	19	23	.452	816	695
S. S. Office	18	24	.428	889	708
Foreman	16	26	.380	840	655

First Ten Individual Standings

Names	No. Games	High Game	Average
Rolff	31	243	177
Brassa	42	226	175
Adams	36	235	172
Piske	33	202	167
Ritthaler	33	223	164
Herzog	39	213	160
E. Johnson	39	219	159
Rubbert	39	213	159
Ehrlicher	36	213	158
Bradley	39	196	157

"A comparison of the line-up of January 7 with the one above will show that two teams have been dropped—the Roundhouse and the M. M. Office. This is due to the fact that some of the members of these two teams were unable to attend the games," explains "Andy Gump," our correspondent.

"The Carpenter Shop has somehow or other lost its 'pep' and has dropped from 7 to 15 games lost out of 42 played, while the Machine Shop has succeeded in keeping 'on the alley' by dropping only from 5 to 7 games lost out of the total 42 played. The Tin Shop is showing a marked improvement.

"A committee has been formed, consisting of a man from each club and headed by Chief Clerk Lynch, to settle all altercations which may arise. The attention of the players also is called to the fact that it has been noticed that mistakes in the addition of scores are common; in cases of close games it is likely to make a large difference."

A BUSY FORCE OF ACCOUNTANTS AT MEMPHIS

Part of the local accounting force at Memphis, Tenn. This is said to be the first interior view of the depot taken since its destruction by fire in February, 1920. On the left are M. G. Guerard, accountant; Miss L. F. Spain, stenographer; C. A. Anderson, assistant accountant inbound accounts; R. E. Leggett, W. J. Baskin, T. P. Dahogne, J. E. Moray, V. A. Greer, Mrs. M. P Scholmke and Miss Willie M. Summers, of the inbound accounts. On the right may be seen R. C. Hudson, assistant switching accountant; S. H. Johnson and Z. D. Hurt of switching accounts; W. F. Seat, assistant accountant outbound and miscellaneous accounts; J. L. Katzenmeyer, J. A. Steele, T. M. Baird, W. M. Steigler, W. J. Caruthers, A. M. Bailey and Miss Elva Nokes. J. W. Gish, cashier, and Henry Meyer, assistant cashier, are also seen.

New Station Rises at West Frankfort, Ill.

Coal-Mining City Gets the Freight and Passenger Facilities to Keep Pace With Our Increasing Business

BY O. T. DUNN,
Assistant Engineer, Buildings Dept.

TO meet increased business, both passenger and freight, at West Frankfort, Ill., as the town and coal-fields have developed, the Illinois Central has under construction station facilities which will be a worthy addition to this growing community and a credit to the company. The location is close to the business section, as well as to the residence section, of West Frankfort. There will be a frame passenger station, facing Monroe street at the northeast corner of its junction with Elm street, and a brick freight-house will stand at the southeast corner of Main and Monroe streets, with necessary platforms, tracks and paved driveways, with a storm water sewer system.

The station grounds, covering two acres, have a frontage of 1,195 lineal feet on four streets, allowing a continuous movement of vehicles from one street along the driveways to another street. There will be three freight-house tracks, three team-tracks and one track serving the passenger station, a total of 4,000 lineal feet of track. Two thousand square yards of concrete and a thousand square yards of brick driveways, with concrete curb, built upon railway property, will connect the adjoining streets and will provide access to the building and team-tracks, so that freight can be delivered to and received from the freight-house or cars directly.

The passenger station will be a frame building 24 by 60 feet, containing a waiting room, a ticket office, a baggage room and toilets, with the platform and track on the east side and streets on the three other sides of the lot. This makes the station easily accessible from every direction.

Freight-House to Be of Brick

The freight-house will be a 1-story brick building 32 feet 8 inches by 200 feet 2 inches, on a concrete foundation. It will contain offices for the agent and his clerks, toilets, a perishable material room, and a general freight room 144 feet long containing two standard depot scales, a clerks' office, and a fire hydrant. Along the east side of the building will be a wooden platform adjoining the three house-tracks, and on the west side will be a brick driveway, providing ample space for vehicles using this building.

Both buildings will be lighted by electricity. Modern plumbing fixtures will be installed to connect to the city sewer. The passenger station will be heated by coal stoves, but the freight-house will have a modern 2-pipe steam-heating system, with a water tube steam boiler in a separate room under the office portion of the building.

The Illinois Central has become an important feature in the development of West Frankfort and the coal-fields of Franklin County. This region is one of the largest bituminous coal producing territories in the world.

Territory Frequently Divided

This section of Illinois was originally part of the vast territory ceded to England by France in 1763, and in turn surrendered to the United States in 1796. The present Franklin

The New Freight Depot at West Frankfort, Ill.

County was then a portion of St. Clair County, and Kaskaskia, the county seat, was established in 1680, deriving its name from a powerful tribe of Indians then inhabiting the territory between the Big Muddy and Mississippi rivers.

In 1809, when Illinois was organized into a territory proper, further sub-divisions were made, and this portion of the territory became included in Gallatin County. This division continued until 1818, when Illinois was admitted to the Union, and Franklin County was formed from the west part of Gallatin. The present town of Franklin Heights marks the approximate location of what was at that time the county seat of Franklin County. The early judges held court in a log house on the site where the large brick school now stands.

By an act of the legislature in 1839, Franklin County was again divided, the southern portion being named Williamson County. This established the boundaries of these counties as we know them today.

First Mine Opened at Zeigler

The first mine opened in Franklin County, near the old Kaskaskia trail, was named after its owner, Levi Zeigler Leiter. As the mine was developed, the town of Zeigler was formed. The Illinois Central track to this mine from Christopher was built in 1903. As first constructed, it was 11.88 miles long. The discovery of such excellent and abundant quantities of coal led to the opening of the old No. 11 mine in West Frankfort in the same year. The third mine opened, called "Old Mine," was at Benton. There are now seven mines operating and one being developed within the city, and twenty-six producing mines are found in Franklin County. In 1900 there was no coal mined in the county, and Williamson ranked ninth among the producing counties of the state. In 1917 Franklin County produced more coal than any other county in Illinois, and it is today probably the largest coal-producing county in the world. For the fiscal year of 1920, 11,299,280 tons of coal were produced from these mines. This phenomenal growth is due largely to the advancement of methods of mining and transportation, and the Illinois Central has had its share in the latter.

The Illinois Central built a line from Benton to West Frankfort in 1914-15, and at that time the station at West Frankfort consisted of a car body. In 1916 a combination passenger station and freight depot was erected. This was a frame building 24 by 60 feet on a timber post foundation. West Frankfort was the end of the line, and the terminal facilities consisted of this frame building, freight and passenger platforms and about 2,900 lineal feet of house and team tracks.

The Old West Frankfort Station

Community Has 20,000 Population

The development of West Frankfort, which has been recent, has followed the wonderful strides made by the coal industries in Franklin County. In the early nineties, another railroad built through the county, and the present city was built on its tracks one and one-fourth miles west of the older town of Frankfort Heights. The population in 1906 was some 1,200, while today West Frankfort and Frankfort Heights, which are really one community, have a combined population of 20,000.

A community high school, with auditorium seating 1,200, is the latest addition. The Union Hospital, caring for sixty patients in an emergency, is another matter of pride for the city. The various religious denominations are represented by five churches. Thriving business houses, comfortable residences and fifteen miles of paved streets are other indications of the civic progress being made. The payrolls at the mines for West Frankfort alone amount to $750,000 a month, and four banks are needed to look after the financial interests of the community. In addition to the Illinois Central, two other railroads have tracks in the city.

A New Deadline for Our Magazine

(See Page 7)

CLAIMS DEPARTMENT

Thought He Owed the Railroad

The following reminiscences are contributed by William Bosley, pensioned engineer, Indiana division.

Looking backward over fifty years of railway life brings to one's memory many peculiar incidents. Some are pleasant, and some are not so pleasant. It has always been my endeavor to forget the unpleasant ones, insofar as I can, and at the same time remember a few of the more pleasant ones.

In looking over the *Illinois Central Magazine* for February, I see on page 91 an account of a cow-killing case, in which the owner received $40 for a cow which he valued at $60. Nothing unusual about this—probably it was a fair settlement—but it brings to my mind a case which I think goes "one better" in the railroad's favor, for in this particular case the writer was interested, being the engineer at fault, if fault there was. The peculiar part of this case was that the farmer owning the cow considered himself indebted to the railroad instead of the road's being indebted to him!

The railroad passed through the farmer's land, and, as is usually the case, the company had provided him with a private crossing equipped with proper gates, and he, like many others, was not very careful about keeping those gates closed. In this way the cow got on the company's wayland but, fortunately for all concerned, was not very badly injured. All the necessary reports were made out and sent in to the officials.

In due time the claim agent called on the owner of the cow to adjust the matter. After he had introduced himself and stated the nature of his business, he was much surprised when the owner of the cow replied that the company's train did bump his old red cow and knocked her down the embankment, but it had not hurt her very much; in fact, it had been more of a benefit than an injury to her, as she had always been a notorious kicker and often kicked over the milk pail, spilling all of the milk. Since being bumped by the train, she had been so crippled up in her hind quarters she could not kick at all, and for that reason he was getting twice the amount of milk that he had been getting before the accident, and he felt himself indebted to the company for the improved condition of his cow, inasmuch as the cow got on the railway track due to his own carelessness in leaving the gate open!

This very unusual case was such a surprise to the claim agent that for a while he was at a loss for a proper reply. Finally he told the cow owner that the railroad was not in the business of reforming kicking cows and so had no fixed rates for such service, but that, if he would sign a release and promise to be more careful in the future about keeping this gate closed, there wouldn't be any charge for this case. In the future, however, any such accident arising from like causes would call for a minimum charge of $10 per bump.

If such an arrangement could be put in effect at this time, perhaps it would help to reduce the number of claims for stock killed and injured on the company's waylands.

Grade-Crossing Accidents Continue

The record for grade-crossing accidents on the Illinois Central System for the year ending December 31, 1921, shows there were 406 grade-crossing accidents, resulting in the death of 41 persons and injury to 168 others. This is an increase of 14 per cent in the number of persons killed as compared with the corresponding period of 1920. This total of casualties shows that more than three persons a month were killed and fourteen persons a month were injured in grade-crossing accidents.

Notwithstanding the expenditure of large sums of money by the railway company in cutting down embankments, installing crossing protection and employing crossing flag-

men, grade-crossing accidents continue on the increase.

In Iowa alone there were ninety-six persons killed in grade-crossing accidents during 1921 on all railroads.

The following editorial from the Marthasville (Mo.) *Record* of February 3 sets out very clearly the only remedy that will prevent such accidents:

"'Which should stop—the train or the automobile?'

"The automobile grade-crossing peril as it is today continues to grow, both with the increasing number of automobiles and the more speedy and rapid driving which is multiplying along with the increased mileage of better roads, so says Secretary Jewell Mayes in the 1921 Year Book of the Missouri State Board of Agriculture.

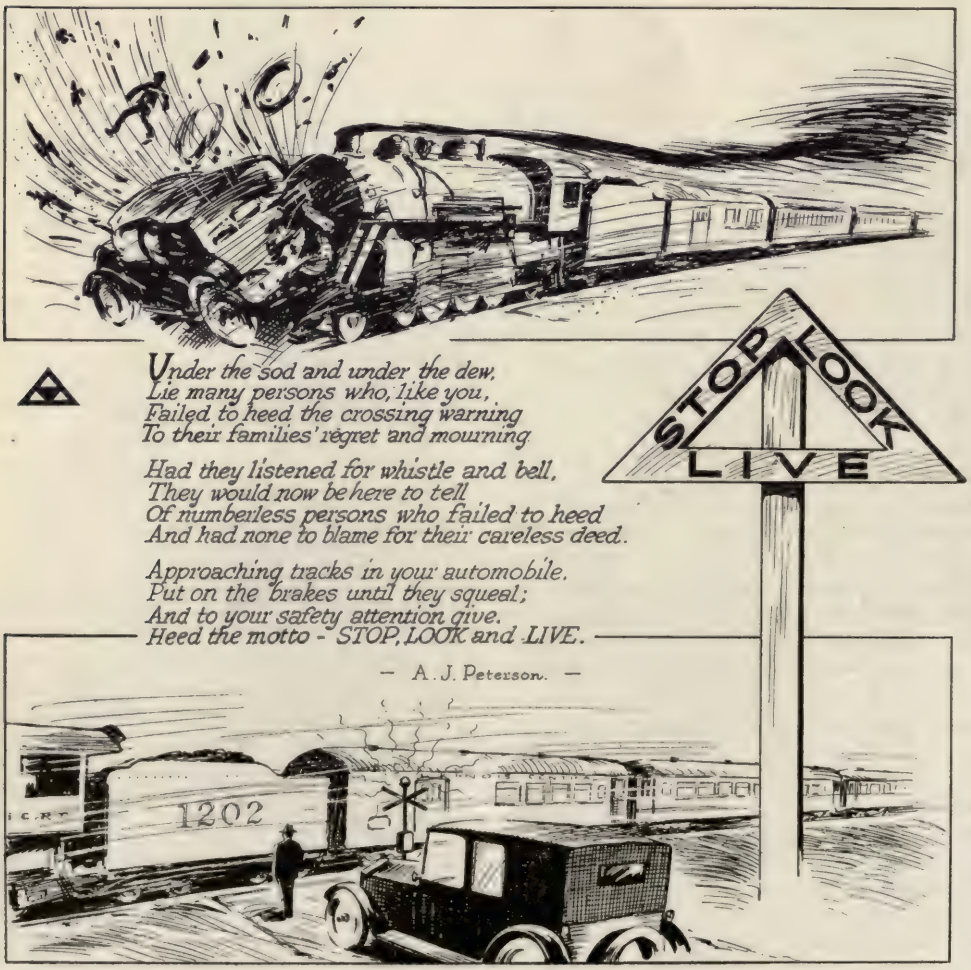
"We appeal to every farmer owning an automobile, urging that each railway crossing be considered more seriously, because nearly every crossing is today a death-trap, except as it is approached thoughtfully and with extreme care. Not unlike the 'unloaded gun,' it is the 'perfectly safe' railway crossing at which individuals and sometimes whole families are killed.

"Frankly speaking, not one accident in a hundred is truly 'unavoidable.' In an overwhelmingly large number of cases, the driver of the automobile is entirely to blame for the tragedy that results.

"It is not a popular thing to say, and by no means is it a popular thing to hear, that too many automobiles are driven too much of the time too fast.

"There is too much automobile speeding.

"The fellow who has the least to do, and



the most spare time, is most likely to be the swiftest driver.

"The only wonder today is that there are no more pedestrians killed at street crossings and along our public highways.

"It is small wonder that there are so many people killed as the chronicles of the daily newspapers record from week to week, since the automobile is now in its 'horse-racing stage' of its existence.

"The man who dares to drive a horse or team one-half or one-third as fast as the average speeding car would be arrested on the spot—and yet the racing horse or team can by no stretch of the imagination be considered one-fourth as dangerous as the flying car.

"This neighborly warning may meet many unwelcome eyes, but it is none the less the truth. Using rapidly moving automobiles to try to butt railway trains off the track is reckless business. Railway management somehow or other has gained a reputation for contrariness—and possibly this tendency may have something or other to do with the disposition of passenger and freight trains to insist on maintaining the right of the rail, to the destruction of automobiles and their speed-infected occupants!

"The railway train at each crossing may not (in your opinion) be entitled to the exclusive right-of-way, but we pray you to avoid an argument by being liberal in all cases with the flying monsters on tracks of steel—because it is evidently better to stop and lose a little time in preference to losing one's life!"

How Some Avoid Accidents

B. H. Heuring, claim agent at Freeport, Ill., contributes the following:

Most of the personal injuries are to employes. Analysis of how these injuries occur shows that the great majority of them are easily avoidable. Usually they could have been avoided by the person injured—he simply failed to take thought of his safety.

Twenty men may be switchmen in one yard, or working in the same shop or on the same bridge or section of track; some of their names will appear a number of times on the record of avoidable injuries, while the names of the others will never appear, even though they continue in the same service for twenty years. They all do the same work, but they don't all think or act in the same manner; safety holds first place in the minds of some, but not the others.

There is usually a safe way to do each thing, and there are always many other ways which may do just as well if the foot or hand doesn't slip, perhaps taking less effort or saving a second of time. Some men rigidly adhere to the safe method in all things, while others will compromise their safety to save a few steps or perhaps a few seconds; still others never consider their safety at all.

The way we work follows the way we think. The manner we do each act shows the manner in which we are thinking, and bespeaks what purposes and considerations hold first place in our mind. So it is that our safety from avoidable injuries depends entirely on the way we think. In whatever you may be doing, just ask yourself what purpose or consideration is uppermost in your mind. Your answer to this question will indicate just how likely you will be to injure yourself before you finish.

If we are not thinking of our safety at all, then almost anything will happen to us in the way of an injury. If safety means something to us, but is not so important to our mind as the desire to get there the quickest or do the thing the easiest, then we are compromising our safety by putting other considerations ahead of it, and just any little slip will be likely to result in our injury.

But with the safe man safety always holds first place. He knows that the first rule of logic is to put first things first, and it is simply not sound sense to give first consideration to anything else, because *safety* is *first.* To carry this thought with us may save you or me from being the next man hurt. As soon as it becomes our habit of thinking, then the thousands of avoidable injuries will remain as only the memory of a nightmare and we will awaken to a worth-while realization of the folly of tearing and bruising our bodies. Never could we do ourselves a greater service, for what is the gain of a few minutes of time or even of wealth or position, as compared with the hazard of life or limb?

Railroad Wins Damages

The respective rights of railroads and motor vehicles at grade crossings figured conspicu-

ously in a recent decision by the Municipal Court of Cleveland in which the New York Central Railroad was awarded judgment in the sum of $331.26 for damage done to a locomotive in a collision with a heavy motor truck.

The evidence showed that on November 13, 1921, Harold L. Wilcox drove a 4-ton motor truck onto a grade crossing at Wickliffe, Ohio, with the result that it was hit by a fast passenger train, doing considerable damage to the locomotive.

The crossing where the accident occurred is twenty-four feet wide, planked, stone filled, and was in good condition. Regular crossing signs were located on each side of the tracks.

Wilcox said he had the windshield and the curtains closed on the cab of his truck, but saw the headlight of a train coming from the east; however, it looked to be about a mile away, so he continued ahead at a speed of about four miles an hour. The front wheels of his truck crossed the track on which the train was coming, and then the motor stalled, leaving the big truck standing squarely across the track. There was no time to signal the train to stop, the driver jumping from his seat just in time to escape injury and probably death.

The railway company brought suit for damages to its locomotive, alleging that the accident was due wholly to the negligence of the driver, and the court awarded the company judgment in the full amount of its claim.

The court's decision in this case makes clear that the rights of passengers on trains to protection at grade crossings are paramount to those of persons riding in motor vehicles. On this point the United States Circuit Court of Appeals, a few years ago, held:

"Because of the fact that a collision between a railway train and an automobile endangers not only those in the auto, but also those on board the train, and also because the car is more readily controlled than a horse vehicle and can be left by the driver, if necessary, the law exacts from him a strict performance of the duty to stop, look and listen before driving upon a railway crossing where the view is obstructed, and to do so at a time and place where stopping and looking and listening will be effective."

Fast passenger and mail trains, operated on regular schedules, are essential to the public weal, and, therefore, cannot be interfered with unnecessarily at grade crossings without putting the blame for accidents, if any occur, upon those who carelessly obstruct the right-of-way.

Compares Boiler-Washer and Physician

BY WILLIAM HUDGINS,
2809 Commercial Avenue, Cairo, Ill.

I saw a recent article in the *Illinois Central Magazine* on preparing engines for a trip, and the first item mentioned was a clean boiler. That touches on my line of work and makes me think that the boiler-washer is an extremely important person—and I know he is.

Every man should do his best, and a man should like his job before he can do it well. I like mine, not just because I make a living out of it, but also because I like to give satisfaction.

A boiler-washer is to the locomotive what a physician is to the human body. If a man has a clean stomach he will be healthy, and if a boiler is clear of mud and scales there will not be many leaks.

When I began to work with this company I first learned to take care of myself; then I learned to take care of a boiler in the same way. I want to say to all boiler-washers not to slight an engine just because it is sometimes washed in St. Louis, again in Cairo and again in Centralia—which we know in some cases is true—but do as well as if you had to wash it all the time.

Another thing: Do not do your work in a crude manner just because your employer is not around, but do as well always as when he is around. I never want my employer to watch me, because I have my part to play and I must do my work. My foreman has assured me that I have been doing my work well ever since I began this work in 1895.

He Rode With Lincoln and Douglas in 1859

B. F. Smith, Illinois Central Brakeman Before Civil War, Writes to President Markham of His Experiences,

PRESIDENT MARKHAM has received a letter from B. F. Smith, retired horticulturist, Lawrence, Kan., in which Mr. Smith relates some of his experiences when he was an employe of the Illinois Central during the Civil War. Mr. Smith writes that he has lived in Kansas forty-two years. He was moved to write to Mr. Markham after reading the story of the latter's life which was published in the October number of the *American Magazine*. His letter, in part, follows:

I was an employe of the Illinois Central for eight years, beginning in April, 1858. I went to work as a freight brakeman on the South division, and in 1859 I was transferred to the Chicago division, running between Centralia and Chicago. In November of that year I was transferred back to the South division and was promoted to baggage master, and I continued to serve the Illinois Central until March 1, 1866, when I resigned to go into the business of fruit growing. I was in the fruit growing business more than fifty years, but am now retired, having passed my 85th birthday.

The First Strawberries

In 1860, about the 5th of May, I carried the first package of strawberries handled on the Illinois Central. The berries were packed in an old fashioned candy box holding about two gallons, and the box was marked to H. W. Newhall, Chicago. They were grown by the station agent at Ullin, twenty miles north of Cairo. Cobden later became the big strawberry center in southern Illinois. In 1862, 1863 and 1864 the Cobden berry growers received $1 a quart during the first two weeks of berry picking. There were other stations along the line of the railroad in southern Illinois in 1865, and a man at Centralia planted ten acres. Anna and Dongola also began to plant small patches; so the Cobden berry men then had only about four to six days advantage at the price of $1 a quart. It was several years before anyone began shipping berries from Tennessee and Arkansas.

The first peach orchard in southern Illinois of which I remember was one of ten acres planted on a high elevation a half mile east of Cobden. During the peach ripening season of 1858 a very poor class of seedling peaches was shipped to the Chicago market in common board boxes before the orchards of fine budded fruit came into bearing for commercial purposes, which was between 1862 and 1864.

The Illinois Central made southern Illinois a good place to live and make money; in fact, the Illinois Central did more for settlement in Illinois than any other railroad in the state.

Heard Lincoln and Douglas

In the fall of 1858 Stephen A. Douglas and Abraham Lincoln were canvassing the state in joint debate for election to the United States Senate. I was the brakeman on the special train sent to Jonesborro, where these two distinguished men were to speak. There were only three Republicans in the town to hear Mr. Lincoln, but thousands of Democrats to hear Mr. Douglas. When we arrived at the station four or five young men came into the car and carried Mr. Douglas to a hack, not allowing his feet to touch the platform. Mr. Lincoln's three Republican friends were not

Feelin' Fine

They ain't no use in kickin', friend,
If things don't come your way;
It does no good to holler 'round,
An' grumble night and day;
The thing to do's to curb your grief
Cut out your little whine,
An' when they ask you how you are,
Jest say, "I'm feelin' fine."

They ain't no man alive but what
Is booked to get his slap;
They ain't no man that walks but what
From trouble gets his rap;
Go mingle with the bunch, old boy,
Where all the bright lights shine,
And when they ask you how you are,
Jest say, "I'm feelin' fine."

Your heart may be a-bustin' with
Some real or fancied wo;
But if you smile, the other folks
Ain't very apt to know;
The old world laughs at heartaches, friend,
Be they your own or mine;
So when they ask you how you are,
Jest say, "I'm feelin' fine."

there to receive him. Though only a boy then, it seemed to me that Mr. Lincoln made the best argument on slavery. His face was covered with smiles from the beginning to the last words of his speech.

In the spring and summer of 1859, when I was a brakeman on the Chicago division, Mr. Douglas came aboard at Odin, going to Chicago. He asked me if he could sit in my seat, as he wanted to step out and shake hands with his friends. I told him he must sit next to the window, that I must sit near the door to attend the brake at the station. He offered me a cigar, which I refused, saying I never smoked.

He shouted, "What! a railroad man who does not smoke?"

"Yes, sir."

After we had lunch at Champaign Mr. Douglas went into the second class car and rode until we arrived in Chicago, where I went forward to look after my train chest. Mr. Douglas had a bottle in his grip that had a little whisky in it.

He said, "Here, brakeman, is some mighty good whisky."

I refused to drink it, saying that I did not like it. Friends carried him out and put him in a cab and sent him to a hotel.

A Ride With Lincoln

The same year, in October, that Mr. Douglas sat with me on a 120-mile ride, Mr. Lincoln sat in my seat for a ride of twelve miles. He had been sleeping all night, having got on the train at Chicago. He got up at Champaign and sat with me until he arrived at Tolono, where he changed cars for Springfield. He saw the sun rising over the beautiful prairies. Mr. Lincoln, like Mr. Douglas, seemed to want to get acquainted with the boy brakeman and to see the beautiful sun rising.

When Mr. Lincoln stepped off the train at Tolono I never saw his face again, but if he could have seen my face on the 15th of April, 1865, after the assassination in the theater, he would have seen tears trickling down my face all day.

When I began work on the Illinois Central I was newsboy and attended to carrying water to passengers, etc. Beginning in April I worked as a freight train brakeman. The superintendent on the main line from Centralia to Dunleith, opposite Dubuque, was John C. Jacobs. Phineas Pease was train dispatcher on the line between Centralia and Cairo. When the Chicago branch was opened for business W. R. Arthur was superintendent from Cairo to Chicago, and Robert Forsyth was the general freight agent. W. P. Johnson was the general passenger agent. David Oxley was head of the shops at Centralia. When I resigned, in 1866, J. D. Herkins was superintendent of the Chicago division, and Marvin Hughitt (now chairman of the board of the Chicago & Northwestern) was train dispatcher. The officials often sat in the baggage car with me in those days. I remember Mr. Hughitt quite well. He was first a telegraph office employe. He came to Centralia near the close of the war.

G. L. WEATHERHEAD DIES

George L. Weatherhead, for more than forty years an employe of the Illinois Central System, died at his home in Chicago February 1, at the age of 79. Mr. Weatherhead was one of the earliest locomotive engineers the company had. He retired more than twenty years ago, just before the company's pension department began to function.

G. L. Weatherhead

Mr. Weatherhead is survived by his wife, three sons and two sisters. Two of the sons, William G. and Ray F., are in the employ of the Illinois Central, the former as a passenger engineer on runs south from Chicago and the latter as a fireman in the Chicago suburban passenger service. Burial was in Champaign, Ill., where Mr. Weatherhead began his work for the Illinois Central in the car shops at the age of 13.

At the age of 17 Mr. Weatherhead was running a stationary engine at Champaign, and at 19 he began his life work in the cab of a locomotive. Early in his youth an accident crippled his hand, and later, in the shops, he sustained a injury which left him lame. When the call to the colors came in 1860 he was not physically fit to respond, but he did his share by hauling supplies to General Grant and by hauling Confederate prisoners.

Declares Fidelity Brings Its Own Reward

By AMOS EASTRIDGE,
Waterloo, Iowa, Storehouse

FIDELITY to any cause brings its own reward regardless of what pursuit one may follow. Constant application coupled with earnest effort will invariably accomplish the desired results in life.

This, being true as regards individuals, is equally true as applied to a group of employes working collectively toward a given end. Therefore whole-souled faithfulness, earnest application and a real heart interest become the first elements of success of a corporation. This group spirit of employes is a power that can make or mar the success of a company.

More especially is this true as regards employes of railroads who work under various conditions and over a vast territory.

The section laborer working along the track through winter's cold and summer's heat may feel that his humble position in the railroad's personnel does not warrant any egotistical outbreak on his part or any special effort other than that required to "get by," yet on him and his fellow workers of the maintenance of way department depend largely the effectiveness of the road's operation and its ability to get and hold its share of revenue traffic.

The agent caring for the company business at his station may feel at times that he is an unimportant factor in the road's operation, yet he is practically the "whole affair" insofar as the shipping public is concerned. It is through his attentiveness to business, his courtesy to patrons and his earnestness in going after additional business that results will come, and the degree of his success will be governed by the amount of attentiveness, courtesy and energy he puts into his work.

The train crews performing the actual work of transporting revenue business may at times underestimate the importance of their particular branch of the service, yet it is most essential to their company's welfare, as well as their own, to exercise proper care in the handling of both freight and passenger traffic so as to insure safety to shippers and passengers.

And in all others of the various departments making up the railroad's organization individual fidelity goes hand in hand with and is essential to the success of the company.

The question might arise, why should you, as an employe, go out of your way to contribute to the success of the road merely because you are working for it? We should be prompted by selfish reasons, if for no other, for each employe, regardless of the kind of work he is performing, is an integral part of the road's organization and from the revenue received from the road's operation our salaries are paid.

Therefore, it may be clearly seen, each employe working under a corporate head is in reality working for himself, and his individual success will be gauged by his individual efforts. He is, in a certain sense, a favored stockholder, as he receives his dividends in the form of pay checks from the gross earnings of the road before one cent can be set aside to pay dividends to those who furnished the capital to build and equip the road. In addition, the company issues free transportation to its employes, and, as transportation is the only thing a railroad has to sell, it is giving to him and his dependents of its only stock in trade.

And after a certain number of years of continuous service most roads grant their employes a pension upon attaining a given age or if they are incapacitated for service through sickness or accident, thus adding to their comfort when they have arrived at that point where they can no longer take their place in the ranks of the active workers.

As an employe of the Illinois Central System, I take personal pride in its achievements and have an abiding faith in its future. To

me it does not alone represent the source of my job, but instead an organization of officials and employes, working together toward that most coveted of goals—Success.

So let each of us lay aside any prejudice or doubts we may have and go forward with full confidence in the men who govern the destiny of our road, ever ready to give them undivided support in their efforts to make the Illinois Central System "second to none."

AN EARLY-DAY PRIDE OF DUBUQUE, IOWA

This verse was written by John Buckley (deceased), station master at Dubuque in 1865. John Buckley was the father of W. L. Buckley, at present time city passenger and ticket agent at Waterloo, and of M. H. Buckley, one of our conductors.

We have spoken so oft of Dubuque's famous depot,
Where the Central did business for many a year,
Where at all hours and seasons it pleased us to meet you,
To mention it now would cause you to jeer.
Though the old shed has gone—no more we will view it—
The scenes there enacted we cannot forget;
Or the men of all nations we have seen pass through it,
And the many old friends whom we miss with regret.

Oft have we sat there from night until morn,
Waiting for trains delayed by the snow,
And prayed our friend Gabriel would not blow his horn,
Till we had better quarters while yet here below.
Eureka! My friend, the horn has not tooted—
We have a new building, the verdict calls fine;
Where people of all classes now can be suited,
While waiting to take the old famous White Line.

There is a room for the women, grand beyond measure;
One for the men, you will always find clean;
And those that are hungry can now take their leisure,
While they eat from a place that is sandwiched between.

You can see an old friend if you gaze through the wicket
Though his smile may be broader than in days of yore,
Or you may think him "tony" when stamping your ticket,
But he'll treat you so kindly you cannot feel sore.

Checks for your baggage, no matter what station;
Present us your ticket, you need do no more;
You can purchase them here for all points in the nation,
But none that would land you on the Styx' fabled shore.
On the reliable White Line you'll never meet danger;
Our motto is safety wherever you go,
Which fact to our patrons is really no stranger,
Though 'tis said the reliable has been somewhat slow.

The scene is so changed, we wonder what ails us,
As we stand in our new room and roll up our eye.
We miss the old web, where the spider regaled us,
As he jumped on the neck of the innocent fly.
What has become of the lively cockroaches,
The rats that danced "alamand left" on the floor,
While waiting for lunch to be brought from the coaches,
To share with the sleek little mice by the score?

Traffic Department

Praises Our New Passing Report Highly

By C. J. RYAN,
Commercial Agent, Pittsburgh, Pa.

AMONG the many improvements in and additions to Illinois Central System service since governmental control, one of the most important, to my mind, is the new passing report which was inaugurated January 1 of this year. This report fills a long felt want, and will be welcomed, not only by all of our traffic representatives and others who come in touch with the shipping public, but also by thousands of shippers and receivers of carload freight who are patrons of our railroad. It will also, I am sure, bring us many new patrons.

I have taken occasion to examine the passing reports of a number of the larger and more important lines having representation in the Pittsburgh district, and believe I may say without fear of contradiction that the Illinois Central passing report is superior to many and second to none in the country. As usual, our people have done things in a big, broad, Illinois Central way, and have given us a "regular" report, and one of which we may justly feel proud. To use the expression of one of our higher officers, they have given us "a new tool to work with," and if it is properly handled and utilized to the fullest extent, there is no question that it will prove to be a most powerful solicitation asset, resulting in a substantial increase in our tonnage and revenues, a great saving in labor, time and money, and be worth its weight in gold.

A few of the benefits to be derived from a report of this kind which occur to me at this time are:

It will enable our outside representatives to give our patrons prompt and accurate information as to the movement of their carload shipments. This means better service, and, after all, as stated by one of our officers in a recent article in this magazine, service is the very best of solicitation. To illustrate this point:

On a recent visit to the traffic manager of one of the largest concerns in the Pittsburgh district, I was told:

"There has been a remarkable improvement in the service I have been getting from your office since the first of the year, and I am going to see that you receive a larger share of our traffic."

The improvement referred to was due entirely to the new passing report, as we are now in position to give this firm a daily report of the passing of all their cars within a very few hours after they reach our line. During the month of January this industry favored us with a haul on 116 cars of highly competitive traffic as against 11 cars for December. This traffic manager controls a tremendous amount of traffic and is in position to favor us with a great many more than 116 cars, and if it is humanly possible we are going to see that he does it.

On carload shipments of lumber, fruit, vegetables and other traffic which is to a great extent diverted or reconsigned in transit, the passing report enables us to place reconsigning instructions promptly and with the minimum expenditure of money, time and labor. Frequently in the past we have placed instructions covering reconsignments with a number of agents along the line after cars had actually left our rails, resulting in delay and a waste of time, labor and money, without obtaining results.

A passing report such as we now have gives us a daily check on the business we are handling, and enables us to determine whether we are securing our long haul and maximum revenue on such traffic. It frequently gives information as to the traffic regarding which we have no advice, and upon following up such cases it will often be found that we are securing only a fractional part of such business, when we should be securing it all, or at least a greater proportion.

It also will give us a line on business which,

while controlled in a certain territory, neither originates at nor is destined to points in such territory. This information is especially valuable for the reason that many of the larger and more important concerns, as for example the steel and oil interests, have plants in various parts of the country, and the business is controlled at some central point in a territory which never sees the traffic.

A salesman's value to the company he represents and the compensation he receives are gauged by the results he obtains, or, in other words, the sales he makes. His sales are controlled by a number of things, foremost among which are his activity, his ability and the quality of goods or the line he is handling. An outside traffic representative is in every sense of the word a salesman, and the new passing report is our daily sales report. Traffic representatives of the Illinois Central System have a wonderful line to handle, for we are selling transportation over the finest railroad in this country, which means the world. It is practically impossible to cross this wonderful country without coming in contact with the Illinois Central System somewhere. Make the shipping and traveling public see it, make them use it and make them like it. This refers to passenger as well as freight business, as the two are closely allied.

Keep your eye on that daily sales report, capitalize on it to the fullest extent with the shipping public, analyze it carefully and follow up promptly the valuable leads it gives you, for our superior officers are going to watch it closely and by it you will be judged. It is going to tell the whole story and show whether you are hitting in the .300 class and belong in the big league, or whether it is "back to the bushes" for you.

In conclusion, I want to go on record as saying that our officers and employes who are in charge of this important report deserve much credit for the prompt, accurate and efficient manner in which this information is being compiled and transmitted to our outside agencies. No doubt the report will be improved upon from time to time, but in its present shape it's better than many and as good as any.

Inspection More Than Pays Its Own Way

By R. B. GOE,
Supervisor of Weighing and Inspection

Reports reaching this office from the various inspection bureaus of which we are members, from our own inspectors and from other sources indicate beyond question there is considerable yet to be accomplished in classification inspection of freight, both CL and LCL.

The following report, covering the result of such inspection at five of our largest stations where local inspectors are employed, for December compared with November, 1921, shows that increased revenue alone resulting from such inspection amounted to approximately five times the expense of the men employed for such service. The revenue increase is but a small factor in the real benefits derived from strict compliance with classification requirements, and is used here only to illustrate the fact that there is a large number of classification violations. We do not believe there are a great number of shippers who will willfully violate such requirements, but rather there is a lack of understanding, on the part of both shippers and railway employes, as to the classification provisions.

Station	Number of Inspectors Employed	Increased Revenue From Inspection	Increased Revenue From Reweighing	Total
Mounds				
December	1	$1,153.45	$ 99.98	$1,253.43
November	1	502.61	103.82	606.43
New Orleans				
December	3	727.16	489.13	1,216.29
November	3	858.34	548.35	1,406.69
Memphis				
December	2	799.68	106.14	905.82
November	2	1,228.08	77.50	1,305.58
Louisville				
December	2	472.21	295.25	767.46
November	2	474.68	252.63	727.31
Evansville				
December	1	514.87	250.17	765.04
November	1	381.94	257.19	639.13
TOTAL				
December	9	3,667.37	1,240.67	4,908.04
November	9	3,445.65	1,239.49	4,685.14

Articles not properly described as to kind, how packed, set up, nested, boxed, crated or loose, etc., cannot be correctly rated at point of origin or can billing be revised at the destination.

Failure to show the correct description on the shipping order or waybills so that proper tariff rating can be applied or failure properly to mark, pack or describe shipments may result in an overacharge, causing criticism, if not

an overcharge claim, loss in freight revenue and additional liability to loss and damage.

Certain penalties are prescribed in the classification for failure to mark, pack and describe shipments offered for transportation, which are in some instances 20 per cent increased freight rate, in others one or more class rates higher.

If receiving clerks are not educated so as to be able properly to receive freight as to the classification requirements, and will accept articles not properly described and packed, and some inspector or other employe finds such an article after it has been receipted for and assesses the penalty, the carriers' revenue has been protected, but the chances are you have made a shipper or consignee dissatisfied and with a desire to "get even." It is, therefore, highly important that these things be known and started out properly, but the fact that a mistake is made at the receiving door does not relieve the carrier of the responsibility for the correct application of classification and tariff requirements.

To overcome errors of description of commodities, where the shipping ticket does not show a full description or where there is more than one rating for an article, the rate clerk at the billing point should have the shipment inspected by an inspector, if there be one at that point; if not, he should have the warehouse man examine it, or in many cases he can do so himself.

On arrival at destination, the revising clerk should follow the same procedure where the waybill does not show sufficient information correctly to revise the billing.

As an example of what can be accomplished by this method of inspection, the rate clerk at Greenwood, Miss., makes an inspection of all shipments that are not properly described, and records show that, in addition to picking up undercharges of from $50 to $60 in revenue, a great many overcharge claims are prevented and, no doubt, loss and damage claims prevented as well.

Report Shows a Reduction in Exceptions

The results of the constant effort which has been made on the Illinois Central System during the past year for reducing the causes of freight claims are shown in a report announced by C. G. Richmond, superintendent of stations and transfers. The less-than-carload tonnage handled by the Illinois Central System in 1921 was a decrease of 21.1 per cent from 1920, while the number of exceptions charged against the handling of LCL freight was reduced 73.7 per cent. There was an increase in the number of tons handled per error of 36.8 per cent over 1920.

The statement, by operating divisions and grand operating divisions, follows:

	LCL Tonnage		Per Cent	Exceptions		Per Cent
Divisions—	1921	1920	Decrease	1921	1920	Decrease
Wisconsin	102,383	141,075	27.4	1,523	9,654	85.2
Minnesota	99,141	120,438	17.6	1,121	6,628	83.0
Tennessee	138,292	170,293	18.7	932	4,969	81.2
Memphis	63,790	89,940	29.0	1,229	5,747	78.6
Iowa	124,387	168,245	26.0	2,181	8,873	76.5
Illinois	80,401	103,406	22.2	1,124	4,767	76.4
Springfield	121,723	146,906	17.1	1,981	8,152	75.6
Kentucky	222,725	260,736	14.5	2,537	10,134	74.9
Memphis Terminal	327,605	438,863	25.3	7,141	26,765	73.3
Mississippi	39,053	46,035	15.1	754	2,501	69.8
Vicksburg	50,329	60,789	17.2	551	1,803	69.4
Indiana	153,995	180,623	14.7	3,039	9,922	69.3
Chicago Terminal	626,990	806,015	22.2	14,614	46,952	68.8
St. Louis	398,772	466,537	14.5	7,761	23,724	67.2
New Orleans	130,738	178,505	26.8	1,762	5,218	66.2
Louisiana	120,919	163,782	26.1	1,648	4,807	65.7
New Orleans Terminal	169,010	223,241	24.2	2,245	6,772	65.4
Grand Divisions—						
Western Lines	325,911	429,758	21.8	4,825	25,155	80.8
Y & M V Lines	572,462	768,097	25.4	10,683	39,533	72.9
Southern Lines	689,999	864,087	20.1	8,116	29,183	72.1
Northern Lines	1,381,881	1,703,487	18.8	28,519	93,517	69.5
Total	2,970,253	3,765,429	21.1	52,143	187,388	73.7

What Patrons Say of Our Service

Service in a Time of Sorrow

The following letter was addressed to President C. H. Markham by J. M. Hinkley of Bois, Ill., under date of February 13:

"I was looking over a railway magazine a short time ago, or rather one day last week, and saw some of the written testimony of the patrons of your road for its good service; so I thought I would tell a little of my experience on your road and of the help which I received through it.

"On the night of December 28 last, my wife became very sick, and I tried to get a doctor from Ashley over the telephone, but I could not get the operator at Ashley.

"I then went to the agent here at Bois, whose name is H. W. Ashenfelder, and asked him to see if he could get the doctor for me over the railway 'phone, as I was needing him badly.

"My wife was expecting to be confined in about a month, but all the indications pointed to her being sick that night. It was then about 1 a. m. or a little before. When Ashenfelder had got the doctor for me, he went a little further, as he knew that in the condition of the wagon roads the doctor could not get here for about two hours. As there was a fast train due in Ashley in a few minutes, he called up the dispatcher at Carbondale and told him the circumstances, and he had the fast train stop and let the doctor off, so that I had him here in about forty minutes where it would otherwise have been two hours anyway, at the best.

"And again on the second of this month I received help which was appreciated. When our little baby was buried the roads were almost impassable with a horse; so Ashenfelder again got a fast train to stop, so that we could take the body to Ashley and not have to make that awful trip that day in buggies.

"So I think the thanks are certainly due to the agent here, H. W. Ashenfelder, to the agent who is at Ashley on duty at 1 a. m., to the two dispatchers at Carbondale, and to you for the high service which you maintain on the Illinois Central Railroad.

"Service of this kind is appreciated by all concerned, and due thanks I think should be given to all who help in sickness and sorrow, as well as at other times."

Praise for Our Dining Service

When J. Herndon Smith of Smith, Moore & Company, 509 Olive Street, St. Louis, partook of a meal on the Seminole Limited February 1, he was so pleased that he wrote across his business card, "The dining-car service on the Seminole today was fine," and sent it to C. B. Dugan, superintendent, dining service.

Mr. Dugan recently received the following letter from Ernest Heg, proprietor of Magner, Winslow & Company, provision dealers, 440-502 South Clark Street, Chicago: "Recently we made a trip to and from Jacksonville and wish to say we had most excellent service and very courteous treatment. Your inspector, Mr. Castle, was most affable and sure helped to make our trip pleasant. We all get some 'kicks' and thought you would like to know that all in your dining cars seemed most pleased."

Another letter which Mr. Dugan recently received was from Ira C. Humphrey, secretary and treasurer of the Florida Groves Association, 30 North Michigan Avenue, Chicago. Mr. Humphrey said: "We desire to express our appreciation for the courtesy of your Mr. Castle, who accompanied one of our recent excursion parties to Florida. Every possible courtesy to our party was extended by Mr. Castle and his staff, and we were well pleased with the service."

The following letter was received by Mr. Dugan from Walter H. Saunders, a member of the firm of Leahy & Saunders, attorneys at law, Suite 1105, National Bank of Commerce Building, St. Louis: "I beg to advise that on Friday, December 30, the directors of the Fairview Fluorspar & Lead Company, including myself, boarded your Louisville train at Princeton, Ky., bound for Paducah, about 5:20 p. m. The dinner served us in the dining car was, I think, the best meal that I have eaten on a dining car in many years. Both the food and the service were perfect. At the time, I expressed my pleasure to the conductor in charge of this car, and I wish to go on record as commending your splendid dining-car service. I have traveled a number of times on your Panama Limited, and I do not believe there is a finer train in the United States. Hoping that you may

continue to maintain your splendid passenger and dining-car service, I am."

Service Makes a Convert

The following letter regarding the prompt adjustment of a ticket refund claim was addressed to J. V. Lanigan, general passenger agent at Chicago, by Robert E. Benton of 828 Waveland avenue, Chicago:

"Your letter of January 30 came as a very pleasant surprise. This was the first claim I have made against a railway company. All talk I have ever heard about claims has been tinged with deep shades of blue, it being said that miles of red tape and unlimited patience were used, and necessary, to get results. Your action in this matter was indeed snappy, and I am waiting for the next blue hound to set up a wail; then I'll sit on the hound.

"Your prompt attention to my claim and very satisfactory settlement, as well as your information on how to get the refund of war tax, are much appreciated, and I thank you for the courteous, pleasing manner in which you have served me. I am for you."

Held a Train for a Party

Morris Hecker of Stipes & Hecker, 47 Chester Street, Champaign, Ill., recently wrote the following letter to Superintendent J. W. Hevron of the Illinois division, and Mr. Hevron sent a copy to Superintendent J. F. Dignan of the Wisconsin division:

"On Thursday morning, February 16, I started for La Salle, Ill., with a party of local contractors, leaving here on the Big Four at 4:23 a. m., expecting to take the Illinois Central at Bloomington due to leave there at 6:10 a. m.

"When my party and I arrived at the local Big Four station we were advised by the agent that the Big Four train was 20 minutes late and that it would be impossible for us to catch the Illinois Central train at Bloomington, and furthermore that the Big Four would be probably 30 minutes late out of here.

"I was in a fix, for there I was with eight of my good customers that I had persuaded to get up at 3:30 a. m. to take this trip and another party expecting us at La Salle. There seemed no possible chance to get to La Salle that morning by some other route, either, and it would have been ridiculous to have to send them back home.

"So I called up your dispatcher and told him my troubles, and he got busy. He called me a little later and advised that the Illinois Central would hold the train at Bloomington for us ten minutes. We made it all right, and I wanted to tell you so that you could tell your dispatcher and the rest of your organization that so willingly helped, along with the conductor on the train for Bloomington to La Salle, that this was a case of real honest-to-goodness service and that it was appreciated by the entire party.

"I hope that some time I may be able to reciprocate."

Praises All the Employes

B. G. Beckman of the Beckman-Dawson Roofing Company, 19 South La Salle street, Chicago, recently wrote as follows to President C. H. Markham:

"I just want to drop you a line to express the satisfaction and pleasure Mrs. Beckman and myself had in traveling over the Illinois Central and Y. & M. V. in the past month. We made a trip to Havana, stopping en route at most of the principal cities between here and New Orleans, and I want to say that all of your employes are apparently on their toes in an endeavor to satisfy all travelers. Your station agents do not seem to have the 'know it all' attitude, and your dining car service certainly was excellent.

"I think there is no doubt that the campaign you are instituting of co-operating with the public is being expressed throughout the rank and file of the employes and bringing about the results you as head of the system desire."

Appreciated Conductor's Announcement

The following letter, signed merely "A Patron of the Company," was received recently by C. W. Shaw, superintendent of the Springfield division:

"I happened to be a passenger on your train No. 534 en route to Springfield, Ill., on the night of December 30, 1921. The train had a fairly comfortable load of passengers. About the time your train was in the vicinity of Springfield, the conductor took a prominent place in the center of the coach, removed his cap and repeated the following in a tone of voice that could be heard over the entire coach: 'Ladies, gentlemen and children, in behalf of myself and the management of this company that I am serving, I want to thank

you for your patronage of the last year and hope it may continue in the future. At any time I can be of assistance in making your trip more pleasant over the Illinois Central Railroad, my service is yours for the asking; and I wish each and all of you to enjoy a happy and prosperous New Year.'

"I had never before taken the opportunity to learn this conductor's name, but I had used his train a number of times and always had received the most courteous treatment. This action prompted me to ascertain his name. I found he was M. Kennedy. I want to emphasize the fact that the little statement, which cost him so little, made a great friend of everyone in the coach not only for the conductor, but for the company as well. I thought it would be of interest to you to know that the method your conductor employed was deserving of my writing you this letter."

In notifying Conductor Kennedy of this letter, Mr. Shaw said:

"This is certainly commendable action on your part, and I want to express my full appreciation, as well as the appreciation of the management, for the interest you are taking in handling your affairs in a genuinely satisfactory manner.

"If we could get all the other employes of Illinois Central interested in the same manner, we certainly could enjoy a passenger and freight service that would require the utmost effort on the part of each and every one of us to perform. The act of a conductor in making friends with the public is an easy one and follows out what I have said a number of times, that courtesy and efficient service are among the cheapest and most profitable efforts on our part."

Got Plenty of Information

The following letter to President C. H. Markham is from F. L. Shidler of the Shidler Construction Material Company, Rosewood avenue and Birch street, Kankakee, Ill.:

"Having just experienced the pleasure of meeting one of your officials who presides evenings at the gate of your 63rd Street station, Chicago, and remembering the treatment that I received from this man, I wish to express my appreciation.

"I believe that courteous treatment should be brought to your attention as well as discourteous treatment.

"I rushed into the station two minutes before the Big Four train was due, and he told me that I could not board that train. He also, *without my asking,* explained why I could not board this train for Kankakee. He then explained just when I could leave, told me that I could remain in the station, asked me if I wished lunch and directed me where I could obtain food.

"He also called my attention to a theater nearby, where I might amuse myself until my train time. He even mentioned the name and quality of the show for the evening.

"While the public has no claim to general or particular information other than that pertaining to trains, this man's effort to make me feel that a railroad can be human made a deep impression. I even tried out the two colored porters and found them inoculated with the same microbe that the gateman has."

Good Service Got a Berth

Dr. Will Mason of the William Mason Memorial Hospital, Murray, Ky., recently wrote as follows to Robert Padgitt, agent at Paducah, Ky.:

"I want to thank you for the courteous treatment you rendered Mrs. Mason in securing her a lower berth to Louisville Wednesday night. That was very kind and thoughtful indeed of you. She certainly appreciated it so much and has written me how nice you were to her. I have always recognized your great worth, but wished to express my feelings. Any time I can be of any assistance to you, just let me know."

Mr. Padgitt's service consisted of making a special telephone call to Cairo to obtain a lower berth after all had been sold that were available at Paducah.

Fixed Up a Station's Light

The following letter to J. V. Lanigan, general passenger agent, is from the Rev. Royal Seynwolt, pastor of the McConnell M. E. Church, Winslow, Ill.:

"On December 22, 1921, I forwarded to you a letter enclosing a petition asking for better lighting facilities at your McConnell passenger station.

"Within ten days I was personally visited at my home, six or seven miles from McConnell, by your supervising agent, J. F. Riordon of Freeport, Ill., who, coming in a driving storm, assured me that arrangements had been made

to furnish lights at McConnell and that service would begin that night.

"This thing has been done, and on behalf of the petitioners I want to express our appreciation for the efficient way that you have cared for the matter.

"I also want to commend Mr. Riordon for his courtesy in helping to adjust the matter."

The Best Possible Service

The following New Year letter to Trainmaster J. D. White of East St. Louis, Ill., is from the Alfocorn Milling Company, Railway Exchange Building, St. Louis, Mo., by J. A. Hanson, traffic manager:

"We certainly appreciate the remarks in your postal of the 24th, and we want to say that you and your office force have shown by your efficient service during the year now passing that you actually have taken an interest in our business.

"Your statement that the Illinois Central can furnish good transportation is no exaggeration, but on the other hand we believe that you are somewhat modest, as we feel that your company is entitled to say that it can furnish the best transportation to be obtained. For our part we can say that shippers in this territory will never know what real transportation service is until they begin to route their business via the Illinois Central Railroad.

"The many courtesies accorded us during the past year are deeply appreciated, and, wherever possible, our business will move Illinois Central, as we know that we can expect the very best possible service from your entire organization."

From a Commercial Traveler

The following letter to President C. H. Markham is from H. E. Johnston of 2101 North New Jersey street, Indianapolis, Ind.:

"Thinking you may be interested in learning, from a commercial traveler of more than thirty years' experience, as to the loyalty of your employes whom I have recently encountered, I wish to state that the intensity of the loyalty of the Illinois Central operatives lately coming under my notice is such as to prompt me to volunteer to you the information that, in my opinion, no greater allegiance and spirit of willing co-operation could be found, even in a much smaller organization than is under your direction.

"I could mention several concrete cases going to prove the foregoing statement, but perhaps that is unnecessary, since you already know how unusually devoted to you are your employes."

Our Monthly Roll of Honor

Below is a list of employes retired at the meeting of the Board of Pensions January 30, 1922:

Name	Occupation	Years of Service	Date of Retirement
John R. McLean	Carpenter, Mattoon, Ill.	35	7/31/21
James W. Nall	Clerk, Birmingham, Ala.	41	7/31/21
Emile Rummell	Hostler, New Orleans, La.	17	8/31/21
Charles Bentley (Col.)	Car Repairer, Jackson, Tenn.	26	8/31/21
Christopher H. Schmillen	Engineman, Chicago Terminal	31	10/31/21
John R. Webster	General Agent, Omaha, Neb.	31	12/15/21
Martin Dwyer	Section Foreman, Cedar Falls, Iowa	37	12/31/21
William H. Cramer	Foreman (B. & B.), Wisconsin Div.	29	12/31/21
John E. Greenwood	Engineman, Kankakee, Ill.	32	12/31/21
Charles L. Conley	Section Laborer, McConnell, Tenn.	24	1/31/22
Peter McKenna	Foreman (B. & B.), Minnesota Div.	29	1/31/22
Robert Radzon	Car Repairer, Kankakee, Ill.	32	1/31/22
John J. Boyce	Boilermaker, Burnside Shops	26	1/31/22
John Duncan (Deceased)	Blacksmith, Burnside Shops	24	6/30/21

The following deaths of pensioners were reported:

Name	Last Employment	Date of Death	Term as Pensioner
William Beven	Engineman, Louisiana Div.	12/16/21	3 yrs.
Allen Miller (Col.)	Blacksmith Helper, Mississippi Div.	12/31/21	11 yrs.
Phillip Drennon	Engineman, Kentucky Div.	12/31/21	8 mos.
Mike Holehan	Conductor, Kentucky Div.	12/24/21	7 mos.
Thomas J. Hudson	General Traffic Manager, System	1/21/22	14 yrs.
John Convent	Laborer, Chicago Terminal	12/10/21	7 mos.
James McKeon	Section Laborer, Iowa Division	1/20/22	7 yrs.

THE ETERNAL GUESS

By HORACE

Short Story — Complete in This Issue

MILDRED PRESTON and Della May Robinson were tried and true chums. They had been born and had grown up to young womanhood in the same small town, in the same block, facing the same street. They had made mud pies, played "house," dressed dolls, and read the same story books together through twenty happy and harmonious years. Their loyalty to each other had survived every test except that of falling in love with the same young man.

Homer Mowbray lived in the next block. Homer was 23. He could remember seeing both girls in their perambulators—only in Brookfield they were called "go-carts" instead of perambulators. As a boy he had been freckled and wide-mouthed and possessed ears which were noticeably large and outstanding. He had grown into an undersized young man with a deep, rumbling, *basso profundo* voice that sounded like a bumblebee buzzing inside a jug.

Homer was intermittently employed as an automobile salesman in one of the town garages during the summer months. In the winter months he made a pretense of studying law in his father's law office. Generous, genial, known as a good fellow, with hundreds of friends and no enemies, he was the jolly, whole-souled sort of young man every girl likes, but at the same time would never think of loving.

Homer had sort of settled down to keeping company with Della May. Not infrequently Mildred Preston accompanied them on long drives, of a Sunday afternoon, when Homer succeeded in obtaining a demonstrator car from the garage for a few hours. Mildred treated Homer much as a wise and tolerant older sister would have done.

Bruce Pollard was a different kind of young man. Tall, striking-looking, of athletic build, he appealed to the eye. His hair was dark and curling, and he had sympathetic dark eyes. His features would have been called clear-cut by our best drawing-room school of novelists.

He was of wealthy affiliations. He was luckily born with a whole complement of silverware in his mouth, hall-marked sterling, colonial pattern. Pollard, Senior, was a country Croesus, and Bruce was the only child. When the latter was 23, just out of college, where he had won honors in football, hammer throwing, and whatever else it was he studied, his admiring parent conceived the idea of launching the young paragon on a career. So he bought up the controlling interest in the Agricultural National Bank of Brookfield and sent Bruce over—the Pollards resided in an adjoining county—to be the bank's cashier.

Mildred and Della May met Homer on the sidewalk in front of the postoffice a day or two after Bruce Pollard's advent in Brookfield. Homer's habitual grin had a meaning slant to it. The two girls had come from the direction of the Agricultural National Bank, which stood a few doors distant up the street.

"Are you members of the committee, too?" he growled. "Don't go looking blank and pretending not to understand, now. You can't fool old Hawkeye, my dearies."

"What *are* you talking about, smarty?" said Della May. "What kind of a committee?"

"The Bruce Pollard Admiration Committee," Homer snickered. Della May tossed her head. Mildred grew an almost imperceptible shade of deeper pink. "I'll give you a tip," Homer said with mock seriousness. "You can't make any impression on Bruce by merely admiring him. He's used to that. I knew him down at the state university. Girls all fall in love with him at sight, and follow him around in droves."

"Oh, Homer, do you know him?" Della May clutched Homer's arm. "Milly's dying to meet him. Is he as fascinating to talk

"Oh, Homer, do you know him?" Della May clutched Homer's arm. "Milly's dying to meet him. . . . Will you introduce him to us, Homer?"

to as he is handsome? Will you introduce him to us, Homer?"

"Sure, I know him like a book. He and I belonged to the same frat. Why, yes, I'll arrange it so you can meet him before some other Brookfield girl gets her brand on him, if that's what you want. Are you both smitten?"

"Oh, be still!" said Della May. "Milly's favorably impressed. For my part, I'm not caring—"

"Now, Dell," objected Mildred, "you know you're the main one."

"The more the merrier," quoth Homer. "I'll tell you what I'll do. I'll bring him up to the tennis court one of these evenings soon. Don't thank me. The pleasure is all yours," he waved away their protestations of gratitude.

He kept his promise. He appeared at the tennis court late in the afternoon with Bruce Pollard in tow. Mildred and Della May were there—by chance, of course—knocking the balls around in a half-hearted way. They struck poses at once.

Bruce was duly introduced. He had a soft, sugary voice, and he said tennis was one of his best beloved pastimes. His playing was the polished perfection of elegance, a moving pageant of artistic attitudes and exquisite graces. His tennis was Delsartean, but not especially brilliant, when considered from the dispassionate angle of a score card. With Mildred Preston for his partner, Bruce won one set. Mildred's technique resembled an excited small boy fighting hornets, but she occasionally triumphed, as Homer said, by sheer ability to whack in the wrong place at the right time. Mildred freely conceded all the credit for victory to her wonderful partner.

Della May exhibited signs of emotional complications. Her moods were like an April sky; now merry, now lowering, now storm clouded. The day ended, as regards Della May, with prospects of unsettled weather and cooler.

"I've had a lovely afternoon, really," Mr. Pollard twittered at the moment of parting. "I adore tennis. So glad to've met you ladies, honestly. Let's arrange to play again, right soon—." He departed, accompanied by Homer the Homely. The splendid figure of Bruce Pollard was enough to upset the peace of mind of any girl, as he swung down the street.

"Isn't he just grand?" whispered Mildred rapturously. "Don't you think he's awfully charming, Dell?"

Miss Robinson frowned darkly. "He's easy to look at," she assented. "But he talks like his mouth was full of soothing syrup. I tried to imagine myself sitting across the table from him the rest of my life, listening to that cooing dove's voice, and it got on my nerves just to think of it. Ugh! He looks like a he-man, but his talk sounds like when you blow in a perfume bottle. You can have him for all of me. He's so nice he's insipid. I wish Homer had his money."

Miss Preston was inattentive. "Do you think I've a chance, Dell?"

"It looks promising," Miss Robinson admitted.

Bruce escorted Mildred to Friday evening Christian Endeavor Society meeting; played tennis with her; sat out dances on occasion —straws which indicate the prevailing direction of the wind. The two couples—Bruce and Mildred and Homer and Della May—went picnicking together and on moonlight drives in Homer's demonstrator, and, if propinquity afforded the opportunity for developing and maturing Love's dream, all was over but the rice throwing.

Mildred and Della May occupied the hot afternoons doing fancy-work together on the

Preston's vine-shaded porch. On these occasions they discussed many things.

"Just what do you think of him, Dell?" Mildred studied the outlines of a capital "P" she was embroidering.

"He's a self-centered ninny," said Della May, heatedly. "Look how he lets little old good-natured Homer fetch and carry for him. When there's a flat tire, he sits like a grand duke while Homer does the dirty work. When there's a fire to be built at a picnic, does he bring wood? Not so you can notice it. He's afraid of soiling his lily-white hands. Who rowed the boat all day when we went fishing at Freeman's Lake last week? Why, good old dependable Homer. Homer's too easy-going to allow himself to be made a goat. I'm going to tell him so."

"You're prejudiced, Dell, dear," argued Milldred. "Bruce doesn't shirk the hard part. I'd be the first one to defend Homer if I thought he was getting the worst of it. Homer changes the tires because he wants to; he's responsible for the car. And Bruce isn't the least bit self-centered. He's awfully generous and thoughtful."

Della May made a sound very near to "oof!" "Oh yes, he's thoughtful," she said with fine irony "—of himself. I do wish he wasn't just a beautiful picture of a man. I like to see a man—a real man—get all sweaty, with his hands dirty, once in a while. If your wonderful Bruce would get up enough steam to wilt down his collar, I'd have hopes for him."

"I wanted your opinion, because I've about decided to marry him."

"Oh! Then I'd better be careful what I say," was Della May's calm rejoinder.

II

For some time Homer had had a neat scheme. He confided it to Della May, and she—in strictest confidence, of course—confided it to Mildred. It was, in effect, that he would represent to his firm that Bruce Pollard was a live prospect who merely needed a bit of clever persuading to become a purchaser of an automobile. So it was ostensibly for the purpose of business that Homer arranged to transport the party to the Allendale Chautauqua toward the close of summer. Their destination was only twenty miles distant, and the roads were fine. It was a merry party.

Six miles or so out, the left rear tire picked up a nail and went flat. Homer carried a spare tire already inflated. He made a quick change. Bruce did not offer to help. Mildred seemed preoccupied while her *beau ideal* discoursed dulcetly of certain stirring adventures he'd experienced while climbing Bright Angel Trail on muleback.

Homer got in, grinning genially, and they reached the chautauqua grounds without other incident. The gatekeeper collected $3 —from Homer—50 cents each for the passengers and a dollar for the car.

"Drive up close to the grandstand," directed Bruce, "so we can hear the music." Mildred giggled and regained her usual blithesomeness of spirit.

"And don't fail to stop in the shade," added Bruce wittily. "I sunburn so easily."

Della May scowled at her reflection in the windshield.

It seemed destined to be one of those days when many little things go wrong. The incidents mounted in a sort of increasing progression of petty irritations. Bruce was chief offender. He allowed Homer to purchase all the peanuts, popcorn and lemonade; he did have the grace to pay for his own and Mildred's lunches, but his choice of sandwiches was unfortunate, and he spilled coffee on Della May's new sport skirt. His efforts to be light-hearted and gay were depressing. Mildred's eyes, temporarily freed from Love's glamor, saw flaws in the marble, and she almost began to suspect that her god's feet were made of clay.

The program of entertainments provided at the chautauqua was, to use Homer's inelegant phraseology, "marvelously punk." In fact, the day was out of tune. Babies cried, and were spanked by impatient parents; dust got in people's eyes, ears, noses and throats; the ice water was iceless, and the merry-go-round broke down and wouldn't run.

Bruce seemed more insipid in his talk and more annoyingly selfish in small things than ever before. Homer, ordinarily optimistic, succumbed to boredom at last. "Let's hit the trail," he proposed at 3 o'clock. "This undertaker's convention makes me sick! Gee! I'd hate to be buried here!"

There was difficulty encountered about getting the car out of the tangled maze of vehicles senselessly massed in no semblance

of order, and Homer was considerably hotter, dustier and more disgruntled than ever when he finally accomplished a clearance. Bruce was quite unruffled and tranquil.

They made at least five miles on the homeward road before anything else of a disturbing character happened. Then the motor missed fire, spat disgustedly, and ceased functioning. Homer descended, and hunted here and there in places where black grime lurked in waiting for him. "The confounded gas tank's empty," he announced specifically.

"How silly!" burbled Bruce. "You should've thought to make sure there was plenty before we started, Homer, old fello'."

"There was plenty," snapped Homer. "The cut-off valve in the carburetor must've got something under it, and the gas leaked out. That's one drawback to a car that feeds by gravity. You don't have that trouble with a vacuum system," he explained in his best selling manner. "This year's cars are all equipped with the latest—"

"Homer Mowbray," said Della May. "Don't stand there making a speech with your nose covered in smudge! How are we going to get home with no gasoline?"

"Don't get excited," admonished Homer. "I'll walk back to a farmhouse we passed, and more than likely get enough to take us in on. If they haven't got an automobile they've got a flivver."

He strode off, back along the dusty road over which they had come. The car had stopped on the sunny side of a high, osage hedge, where no breeze could reach its occupants. Bruce sat on the shady side and seemed quite comfortable, while the two girls sweltered. He prattled away pleasantly.

"Funny how some can take their ease while others do all the sweating," remarked Della May acidly. She was staring across fields at some men loading hay on a wagon as she spoke.

Bruce followed her unseeing gaze. "Yes, isn't it?" he purred. "But that's because some have brawn and others have brains, don't you think so, Miss Della May?"

"Milly, say something," begged Della

"Say, you lazy loafer!" he exploded. "Are you glued to your seat or what? Why didn't you get your blood to circulating by getting out and changing that tire while I was gone?"

May, grimly. "If you don't create a diversion, I'll begin biting and scratching."

"You ought to stand it if I can," said Mildred peevishly.

"Let me fan you with my straw hat," offered Bruce.

Homer hove in sight, burdened with a tin bucket. He approached in a sort of halo of dancing heat waves. Perspiration dripped from his parboiled face.

"Got a couple of gallons," he growled cheerily. "Lucky I—hullo!" He broke off to peer at one of the front wheels. "Good Lord! There's another flat in front—"

Bruce laughed merrily. His levity was inopportune. Homer glared at him like an angry fox squirrel about to attack a cinnamon bear.

"Say, you lazy loafer!" he exploded. "Are you glued to your seat, or what? Why didn't you get your blood to circulating by getting out and changing that tire while I was gone? You could've at least jacked it up off the rim. Hop down and act like a human being once instead of a stuffed—" Homer was so angry he spluttered. It was the first time the two girls had ever seen him thoroughly enraged. He looked different—like a fierce bantam cock offering battle to a turkey gobbler in the rumbling accents of a bullfrog. Both girls trembled with alarm.

Bruce's emotion was one of unalloyed amusement. He stared at Homer and then burst into laughter. "Homer, don't glare at me like that," he begged. "You're too funny for anything! Go on and fix that tire. I won't fight you while you're mad;

you look dangerous. Keep back! Don't come near me!"

Homer, growling in his throat, poured the gasoline into the tank; he got out tools from under the front seat, while Bruce continued to chuckle at intervals and make bantering comments. Della May stepped from the car.

"I'll help you, Homer," she said, her lips tightly compressed. "It would be too bad to disturb Mr. Pollard's comfort."

Bruce's amusement abruptly vanished. He made haste to descend. "Oh, I say, Miss Della May," he said seriously, "I was only joking—come, don't be angry. I'll help Homer—"

Miss Robinson ignored him. He gently touched her arm. "Please get back in; I insist upon it."

Della May regarded him with blazing eyes. Bruce gave her look for look, but his eyes did not blaze; they were bright, unwavering, compelling. Her gaze fell, and for no visible reason she began to cry. She made a fruitless effort to shake off his hand.

"Let me alone!" she burst out. "I—I hate you! You're a selfish beast!" Then, with incomprehensible feminine inconsistency, she suffered him to lead her and all but tenderly lift her into the rear seat beside Mildred. Homer and Mildred stared in a bewildered fashion as she retired behind her handkerchief. Bruce took off his coat preparatory to lending assistance.

"Don't cry, dear," whispered Mildred. "He's a brute!"

Della May raised a tearful countenance. "Do you really think so?"

"I'm certain of it," returned Mildred with decision.

Homer removed and dissected the tire, repaired and replaced the inner tube; Bruce pumped it up to sixty pounds' pressure with the hand pump. It was collar wilting work; it opened his pores in a way that should have gratified even Della May.

All four were sparing of speech on the way home. The girls got out at their homes, and Homer and Bruce solemnly drove away. It had been a consummately disappointing trip.

Homer Mowbray came into view in the bright moonlight late that evening, as Mildred Preston sat glooming alone on the Preston's front veranda. He was in high humor. "Hurrah for everything!" he cried. "What you reckon's happened? I'll give you two guesses."

Mildred sighed. "I can't guess, Homer."

"A regular streak of luck. Guess quick and then congratulate me."

Mildred studied his smiling face soberly. "You've asked Dell to marry you," she said softly, "and she's consented."

Homer gave a little start. "No," he laughed, "you're 'way off. No, what's happened: I've sold two cars. Two—count 'em—since supper. Commission's three hundred dollars each. Doc Smith bought a coupe—had him nibbling for a month. I knew I'd land him sooner or later. But the other was a complete surprise. Who do you reckon bought that new 4-passenger, wire-wheeled speedster we just got in? Paid down the cash! Nobody but your handsome banker friend, Bruce Pollard!"

"Bruce Pollard!" echoed Mildred. "Well—I suppose he can afford to buy a car if he wants one—"

"Yes, I rather think so," said Homer. "It only set him back a mere trifle of three thou. But you haven't congratulated me yet."

Mildred shook hands gravely. "I'm glad for you, Homer."

He pumped her hand up and down in a foolishly boyish manner. Then abruptly he relinquished it and turned to go. "Good night," he said. "I'm glad—well—you'll like that speedster—"

"Good night, Homer," Mildred said hastily.

III

Homer busied himself the next few days teaching Bruce to drive. He was a conscientious instructor who believed in thoroughness. Bruce was fairly apt, however. Having mastered the essential fundamentals of driving, so that he could function with both hands and feet independently of both eyes, he began to wonder if Homer hadn't exaggerated the responsibilities of motoring a wee mite. Which was the very thing Homer had been anxious to warn him against.

It was a marvelously bright moonlight evening when, by happy prearrangement, the

four young persons went for the first ride in Bruce Pollard's new car. Della May had re-established quasi-friendly relations with Bruce; if she still hated him, she didn't scream out at the sight of him. One can't cherish rancor forever without cause against a handsome young man who takes one out riding in a new speedster—

The party bowled along a pleasant country lane not far from town. Bruce, with Mildred demurely beside him on the front seat, was proud of his expertness as a driver. Homer and Della May sat behind. All were in a giggling mood. Homer's droll humor was irresistible. Whatever he said sounded funny.

And around the next corner waited—Fate, grimly smiling.

Bruce let the car coast down a long slant. It was delightful—the very poetry of swift motion. At the bottom of the slant was a turn. Distances are deceptive in the moonlight. Homer would unconsciously have avoided what happened had he been at the wheel. But Bruce was due for his quiz—and there were several other matters to be adjusted.

The car was going too fast to make the turn. It made too large a curve. There was a deep ravine which the road skirted, and the outer wheels of the car struck the soft earth beyond the roadway; the car plunged over the bank, turning as it fell.

The thing had been lightning quick. Not one of the four had time even to realize what was happening. Bruce Pollard and Mildred Preston were thrown, or jumped, clear of the machine as it overturned. Neither was hurt in the least. But in a moment there came the hissing flash of flame and billows of inky black smoke; the wrecked car had become a death-trap of fire. And—

Homer and Della May were pinned beneath the wreckage!

The vicious crackling of red, lapping tongues—at such a time souls cast off all trappings of pretense. Mildred's heart was in her piercing scream of "Homer! Oh, save Homer!"

It was now Bruce Pollard, the athlete, not helplessly incompetent nor uncertain, but quick, resourceful, capable, mind and muscles co-ordinating. It was no weakling's job—to lift, or at least to shift, a ton or more of inert weight so that those beneath could crawl out to safety. The fact that the car lay on a slant was all that made the feat possible. Bruce lifted and tilted the mass, unheeding the flames that darted and laved his hands and seemed to play around his head. And he held it until Homer dragged Della May clear.

Then he let fall his burden and, stooping, gathered up another burden, the limp form of Della May Robinson, which he held tenderly in his hungry arms. Her face was white and still. A trickle of red ran down her oval cheek.

Moonlight and black smoke may easily give the atmosphere of tragedy to such a setting. The truth was that Della May was practically unharmed. She had only fainted, and the blood on her face came from the very tiniest of scratches. Meanwhile Mildred was sobbing convulsively on Homer's gentle breast, her arms wound in a decided and unmistakable fashion around his unresisting neck.

IV

And that is pretty nearly all.

The two pairs of united lovers clambered out of the ravine and walked back to Brookfield. They didn't even wait to see the car finish burning up. However, as the Brookfield *Argus* declared in its exciting account of the accident, "the loss was covered by insurance."

"Dell, dear," Mildred said one day while admiring a certain new diamond solitaire which adorned her chum's most important finger, "when did you fall in love with Bruce Pollard, really? You always acted like you utterly despised him—"

"Oh, fiddlesticks, Mil, I was crazy about him the minute I saw him. I tried to conceal it from you all because I thought you wanted him yourself."

"My goodness! And it was Homer I wanted," Mildred murmured, gazing lovingly at her own engagement ring. "I've loved Homer since we were kids—"

A New Deadline for Our Magazine

(See Page 7)

Hoover on Railroads

(Continued From Page 28)

spread, some of which will be mitigated with time.

No one can say what particular table-land of prices and wages we may settle upon, but it is a certainty that the exchange value of producer's goods will not again line up with consumer's goods unless we can decrease the costs and eliminate the wastes of our whole manufacturing and distribution trades. And unless we can secure their nearer proximity, we shall retard a return of employment and prosperity.

I wish to digress for just a moment from railway to agricultural subjects, to point out that the recent projects for fixing farm prices by law are apparently founded on the notion that by raising agricultural prices up to the levels of consumer's goods we can remedy the extreme hardship of our farmers. Even if it be possible to raise the prices, much less advantage would accrue to the farmer than anticipated. Unless the "spread" is decreased by actual savings, the costs of manufacture and distribution would be at least partly increased by higher prices of producer's goods. The spread is fundamentally due to increased cost of manufacture and distribution, not to the fall in producer's goods. The real remedy is an attack upon the causes of the spread and thereby to bring consumer's goods down to the producer's buying power.

Must Reduce Railway Costs

It is a certainty that, in order to decrease the spread, railway rates must come down, and, for rates to come down, costs of railway operation in wages and prices of supplies must be reduced. Until this adjustment is secured, the economic machine will continue to move slowly. We cannot and should not expect wages to come back to pre-war levels. Many of our wage scales were too low in pre-war times. They can follow down step by step with the cost of living, but there are permanent charges in this spread, such as the taxes, which will hold the cost of living above pre-war levels. We must gain our other reductions in the spread by increased national efficiency.

The involved complex of transportation rates was obviously originally based on some relationship to the value of commodities, mitigated by competition. In other words, the old slogan of "what the traffic will bear" had some economic background. But this entire conception of rate-making was destroyed by horizontal raises. We have rates clearly beyond what the traffic can bear.

How Industry Is Affected

The increases in railway rates during the past five years have fallen with extraordinary inequality on different commodities and different groups of people in the community. The country grew up; its industries were distributed under ratios of cost between different commodities, ratios between raw materials and finished goods, ratios between the farm and the city. These have all been distorted by the horizontal rises. The increases in rates since 1914, for instance, have added probably less than 1 per cent to the price of cotton goods on the average haul, but they have added probably 60 per cent to the price of coal. The increased rates since 1914 have added nearly 100 per cent to the cost of assembling the materials for pig iron.

All this is artificially forcing our industries to move toward their raw materials. This does not alone represent the starting of a new factory; it is a movement of the whole mechanism of the community, labor, homes, schools, railroads and what-not—an enormous duplication of plant and loss of capital. We shall ultimately have the rates readjusted, and then we shall destroy the new industries created under them.

Rate Burden Hits Two Ways

Of equal importance, there is a new economic light on this distortion of rates evident under the stress of the last few years: That is the better realization that some increases of rates come mostly off the producer, while others are paid by the consumer. Increases in spread between producer and consumer do not fall equally upon each of them. In primary commodities where the price is fixed by international competition, the increase or decrease in rates is a deduction from the producer. Take wheat, for instance, the point of competition with foreign produce lines at Liverpool. The net to the producer is Liverpool, less transportation and other handling charges. Therefore increases of rates are a deduction from the farmers' price.

The same thing applies to the producer in certain cases of domestic competition. Also where there is rapid turnover, as in manufac-

ture, and consequent ability to reduce supply, the consumer pays the freight, as processes of productivity will not continue below the profit point. In most manufactured commodities the consumer pays the freight, for production quickly shrinks when prices at the factory become unprofitable, and the price to the buyer is the factory price plus the freight. For instance, in hides, the farmer gets the international price less freight. On boots he pays the manufacturer's cost, profit and freight.

A Case Needing Judgment

It appears to me that, with the paralysis induced by the increased spread, we have to take a broader vision of what part of the community is suffering most and direct such concessions through the railway rates as can be given to that group—if we would better equalize the whole economic load.

During the past eight months, the railroads have made many thousand readjustments of local rates in endeavoring to heal local distortions, but I am convinced that the whole railway rate structure needs a most systematic overhaul in the light of these new economic forces that have been brought into play. We obviously must maintain the average rate that will support our transportation systems adequately, and such an overhauling of rates might well mean the advancement of rates in certain commodities in order that compensation can be given to others where there is undue duress.

Might Raise Some Rates

If I were to discuss the rates charged today, I should say at once that a decrease in passenger rates is not nearly so vital to the community as one in freight rates, for passenger rates do not enter in the "spread" in proportion to the relative volume of earnings. If I were examining the freight rates, I should at once say that coal, metals, wood, and agricultural and other producers' goods should be reduced to the bottom before LCL and class rates are touched.

I would be willing to go even further and say that I am convinced that, even if the commission cannot at the present moment justifiably reduce railway incomes a single dollar, it is warranted in investigating the possibility of some relief to the more distressed commodities by a revision of some rates upward. There is perhaps no great field for changes in this direction, but it is worth inquiry. As mentioned above, an economic analysis of our industry will show that LCL and class rates are far too low compared with the rates on primary commodities.

With the gradual return of the traffic to normal, with decreased operating costs, relief in rates will be available, and it would be an economic crime to apply such relief by horizontal reductions to all rates, thus giving relief to higher priced goods and travel, when the vital mainsprings of our economic life, our agriculture and fuel and metals, are choked.

The Present Rate Situation

Determination of anything in the nature of a permanent rate basis is in my own view impossible at the present time because:

The last five years of changing administration, irregular traffic and wildly fluctuating wages and prices of materials give us but little reliable historical criteria upon which to base an estimate of the future. We are in the midst of violent economic readjustments, of a profound industrial depression. No one can determine to what plane the reduction in operating costs will settle. No one can estimate the volume of traffics that are probable for any particular period ahead. It appears to me, therefore, that the commission will need to temporize with the situation for some time, and that its conclusion may well fall into three periods:

1—The immediate present;

2—During the early period of decreasing costs and increasing efficiency and slowly recovering traffics;

3—Normal operations.

Need to Increase Earnings

If we survey the results of the past year in the application of present costs and rates, we find many railroads failing to earn interest upon their borrowed capital. We find some others, more fortunately situated, who have earned dividends on their share capital. One or two exceptions of low bonded indebtedness have done extraordinarily well on their share capital. If we survey the situation by districts, in order that single instances do not mislead us, we find that the whole of the Class I southern roads barely covered bond interest, while the most fortunate group, the western roads, show an earning of only 4 per cent in 1921 upon their tentative valuation. Moreover, it is obvious that maintenance has been held to a low level and new equipment and extensions practically to nothing.

The present earnings, in their perilous closeness to bond obligations, seem to me to dispose

of the question of immediate important rate relief, if we do not wish widespread receivership and shocks to our whole commercial fabric.

I believe there are cases where earnings could be increased by lower rates. I know that it is contended that such opportunities do not exist, but no one can review the testimony given here during the past few weeks without concluding that the rates in special instances are stifling business. These directions are perhaps not important in the whole problem of rates, but I am convinced that lower rates would recover lost traffic, such as export coal, substitutions in building materials, gains in water competition, etc.

How Improvement Will Come

We must assume that those railway wages and supplies which are out of line will at least in part follow down to the levels of decreased cost of living; we must assume that the efficiency that is slowly emerging after the government management will still further increase; we must assume that the volume of traffics will increase toward normal.

I have the feeling that the railroads, being our greatest business, will agree that all these savings should be instantly devoted to relief in the rates on primary commodities in order that we should expedite the recovery that can only come through decreased spread between producer's and consumer's goods.

I recognize that the uncertainty and slow reduction of rates in this fashion will itself delay business recovery because of the uncertainty of business as to its future costs. If our railroads were in a position to stand the temporary shock, it would be infinitely better to drop the rates on primary commodities tomorrow—our business recovery would come faster. But we cannot ask the impossible.

A Look Into the Future

If we look further to normal times, we could make a rough calculation that present wages and costs at say 50 per cent above pre-war would show that the railroads can earn somewhere around $1,500,000,000 in excess of the 6 per cent minimum upon tentative valuation. As I have stated, relief is first more critically needed in the rates on primary commodities.

Some estimates given to me indicate that approximately 35 or 40 per cent of revenues are involved in the groups more urgently needing relief. I think it will also bear calculation that, in the income assumed above, primary commodities can eventually be reduced to pre-war rates, and still place earnings upon a basis that will inspire such confidence in investors as will secure the free flow of investment capital into construction. It is not to be expected that capital for these purposes will be available at the rate that does not exceed the tax-free securities at least 2 per cent to 3 per cent.

A great deal has been said about the inefficiency of our railway system. I do not sympathize with these statements. Comparison with foreign railroads on the fundamental criteria of per-ton-mile costs, train loading and so forth, in the light of our cost of living, will demonstrate that our railroads are of higher standards, are better in methods than others and are growing in efficiency.

The consolidation of our railroads into larger systems has been contemplated in our legislatures of some years past as a gain in efficiency. Its value can be overestimated—it is not a panacea for all trouble. It does give hope, however, of economies in further efficiency from more complete utilization of rolling stocks and terminals, some small degree of saving in overhead, saving in current inventories, but probably its greatest saving would be decreased cost of proper finance, increased financial stability and fuller independence from the supply companies.

Opposes Government Ownership

It is probably unnecessary to refer to the question of government ownership. No one with a week's observation of government railroads abroad or with government operation of industry in the United States will contend that our railroads could ever be operated as intelligently or as efficiently by the government as through the initiative of private individuals. Moreover, the welfare of its multitude of workers would be far worse under government operation.

We are struggling with the great problem of maintaining public control of monopoly, at the same time maintaining the initiative of private enterprise. I believe that we are steadily progressing to solution.

Great social and economic problems find their solution slowly and by a process of trial and error. We have tried unregulated monopoly, and have tried government operation, and found the error in them. We still have much to solve if we are to maintain our transportation. Much of this solution depends upon the successful initiative of the railroads themselves and much of the shaping of these matters lies fortunately in your able hands.

NEWS of the DIVISIONS

WISCONSIN DIVISION
Minonk, Ill.

Miss Rachel B. Christians of East Grove street, Bloomington, Ill., and Harma Hinrichs of Minonk, Ill., were married Saturday, February 4, at the parsonage of the First Presbyterian Church of Bloomington. Mrs. Hinrichs lived in Minonk until two years ago, when she moved with her mother to Bloomington. Mr. Hinrichs has spent all of his life here. He is employed as first trick operator by the Illinois Central.

Walter Rotowski has resumed work at the coal chutes after being off some six weeks nursing a broken wrist, the result of falling into the elevator shaft at the coal chutes.

Operator Collins relieved Operator Hinrichs while the latter was off joining the benedicts.

Operator Atkinson is enjoying an extended visit with relatives in Iowa, during which Operator Hopkins is doing the relief work.

With a rise in the grain markets there was a rush of grain shipments in the earlier part of the month and up to about the 20th, when the weather broke up. Bad roads have materially reduced the output.

Agent Kelly was housebound several days, being again threatened with pneumonia. The latest word is that he is much improved and is again on the job.

Our basketball team is still knocking 'em off. The Armour American Legion team of Chicago is the only team able to get away winner so far this season. Our team has a return game with the fast Armour team, and the boys are confident of winning, in which event there will be a third game to decide "who's who." Just one man other than the coach is not an Illinois Central employe. Therefore we claim the Illinois Central championship and stand ready to defend the claim. Challengers should address George Halfman, care Illinois Central Railroad, Minonk, Ill.

Dixon, Ill.

Work on dismantling the Rock River bridge at Dixon has again been discontinued. There remain three spans to be taken down.

The Black Diamond extra gang, Foreman Keller, has been reduced to five men, and the laying of 90-pound rail in Dixon Yard is being held up for the present.

The first natural ice for the past two years was handled out of Dixon during February. There were loaded out twenty-nine cars of 14-inch ice.

During 1921, the Borden Condensed Milk Company, Dixon branch, shipped 80,000,000 empty tin cans, distributed between Modesta, Cal., Fort Scott, Kan., Logan, Utah, and Monroe, Wis.

The freight house platform at this station is being improved by the renewal of portions of the platform. In the very near future further improvements will be made in the way of drainage and resurfacing driveways to the freight station.

The last car damaged in Dixon Yard by a switch engine was on January 25, 1921. Engine No. 652 figured in the damage, which was caused by bad rail. This is a record for C. H. Ruggles.

Joseph Lantrum, pensioned sand dryer, died at his home in Minonk Saturday, February 11, at the age of 80. He was born in Retherford, Tenn., February 3, 1842. In December, 1921, Mr. and Mrs. Lantrum celebrated their 56th wedding anniversary. She and two children survive him. Mr. Lantrum was a faithful employe of the Illinois Central for more than thirty-four years. He was retired on a pension in 1911. "Joe," as he was best known, was always kind-hearted and pleasant. He took great delight in relating his old-time railway experiences. Funeral services were held at the home Monday, February 13, conducted by the Rev. H. McFall of the Methodist Church. Burial took place in the Minonk Cemetery. Mr. Lantrum was a member of the Minonk Methodist Church.

ILLINOIS DIVISION
Superintendent's Office

Miss Zoe and Miss Billie Friend, accountant and file clerk respectively, left Champaign February 17 on No. 3 for Palm Beach, Fla., to visit their parents, Mr. and Mrs. T. J. Friend of Flora, Ill., who are spending the winter in the South. From Palm Beach the party will motor to Jacksonville. Miss Zoe and Miss Billie will return to Champaign in about ten days.

The marriage of L. M. Sands, accountant and son of Mr. and Mrs. F. G. Sands of Tolono, Ill., to Miss Edna Gerschwiller, daughter of Mrs. Elizabeth Gerschwiller of Champaign, was a surprise to their many friends. The ceremony was performed the afternoon of February 17 at the home of Mr. and Mrs. R. B. Burley, 6939 Harper avenue, Chicago. Mr. and Mrs. Burley and E. F. Kremer, chief accountant at Champaign, were the only ones who attended.

Illinois division employes extend their sympathy to Noble Richmond, chief clerk to Trainmaster J. T. Stanford at Champaign, because of the death of his two grandmothers, Mrs. Noble of Champaign, Ill., who died the afternoon of February 16, and Mrs. Richmond of Neoga, Ill., who died the morning of February 17. While arrangements were being made for the funeral of Mrs. Noble, "Nick" received word of the death of his other grandmother, Mrs. Richmond.

Miss Lona and Miss Blanche Lawson, tonnage clerk and accountant, left for Birmingham, Ala.,

on No. 3, February 18, to meet their parents, Engineer L. ("Pokey") Burns and Mrs. Burns, who have been visiting relatives in Cupey Oriente, Cuba. Before returning to Champaign they expect to make a short visit to Chattanooga, Tenn. Mr. and Mrs. Burns will visit Biloxi, Miss., and New Orleans, La., before returning to their home in Chicago.

INDIANA DIVISION

M. S. Hacker, operator at Cass, Ind., and Miss Tillie Butler, also of Cass, were quietly married February 11, at Linton, Ind.

After a thorough check, February 14, of the Mattoon yard offices and yards, Mr. Pinkerton and Mr. Green report that Mattoon is being handled nearer to 100 per cent than any yard checked to date.

Chief Dispatcher Freigo is back on the job after a several days' absence due to a very severe cold. Dispatcher J. W. Bledsoe relieved him.

Due to the completion of the "101 report" in the accounting department, L. H. Petri, who was on that work, has been transferred to the chief clerk's office, relieving Carlton Schlicher.

Other changes in the offices are as follows: Miss Victoria Gustafson, who has been in the trainmaster's office for several years, is now in the office of Chief Dispatcher Freigo; Miss Essie Reams relieved Miss Gustafson, and Miss Cora Burch fills the stenographic position made vacant by the departure of Miss Reams.

Mrs. Lou Morris, who did substitute work for several months in the offices, has left, and has been visiting in Chicago.

ST. LOUIS DIVISION

Charles Clayton, who was employed as a stenographer in Superintendent Atwill's office, has gone to Tampico, Mexico, where he is employed in a similar capacity with an oil firm.

James T. Champly has been appointed agent at Royalton, Ill.

The oil prospects at Centralia, Ill., are becoming brighter every day. It is reported that one well has been brought in producing approximately 300 barrels, and that six new outfits have started drilling recently.

The new depot at Marissa was recently completed. It is now one of the nicest stations on the St. Louis district.

On January 29 there were 4,493 cars handled through the terminal at Mounds, Ill. This is the best record for the last two or three years at that point.

H. J. Corzine, section foreman at Carbondale, recently saw a brake beam dragging on I. C. 11435, and took the necessary action to have it removed, preventing, no doubt, a serious accident.

The first detachment of the St. Louis Cardinals passed through Carbondale, February 18, en route to Orange, Tex., via New Orleans. The party included Acting Manager Shotten, Pitchers, Haines, Pfeffer, North and Barns, and Coaches Sugden and Thomas. Mrs. Shotten and two children were along.

A dinner party and dance in honor of Mrs. Emory Mason, who was recently married, was given by thirty employes of the Illinois Central in the freight house at Benton, February 14. A 3-course dinner was served, after which a dance was given. The bride was presented with a set of silver.

Rolly Fox, Elkville, Ill., flagged train No. 74, near Elkville, January 19, when he found a broken rail.

The Centralia quartet entertained the night force at the Carbondale division office January 21. The quartet was on its way to St. Louis to entertain conductors at the initiation of a large number into a lodge there. The quartet is composed of the following Illinois Central employer: McFarland, Adams, Maxfield and Armstrong. General Chairman Moales also visited the office, and enjoyed the entertainment.

Brakeman J. B. Blackman, on Extra 1755 north, January 25, saw a brake beam lying across one of the rails in the vicinity of Ogles, got off his train and flagged train No. 224.

Miss Augusta Gurley, sister of Dispatcher Gurley, was recently employed as a stenographer in Superintendent Atwill's office. She fills the vacancy made by the resignation of Charles Clayton.

TENNESSEE DIVISION

February 10, Roy E. Pickering, accountant, better known as "Little Pick," became the proud father of twin girls, Elizabeth and Margaret.

Sympathy has been extended to Miss Hortense Johnson on the death of her mother, Mrs. Bell Johnson, on January 30, 1922.

P. H. Croft, former instrument man at Fulton, who has been connected with the engineering department at Chicago, has been made supervisor of the C. M. & G. Railroad, with headquarters at Dyersburg, Tenn. He succeeds S. H. Parks, who has been transferred to the St. Louis division, with headquarters in East St. Louis.

Gideon J. Willingham has returned to work after several days' illness.

C. L. Crocker, section foreman at Fowlkes, Tenn., returned home January 27, after undergoing an operation for appendicitis at the Paducah Hospital.

Section Foreman H. F. Underwood has been transferred to Wickliffe, Ky., on account of his position at Dyersburg, Tenn., being abolished.

Conductor D. A. Kenney has been commended for the interest manifested by him on January 13 when he notified the dispatcher that a car in Extra 1720 had a flat wheel.

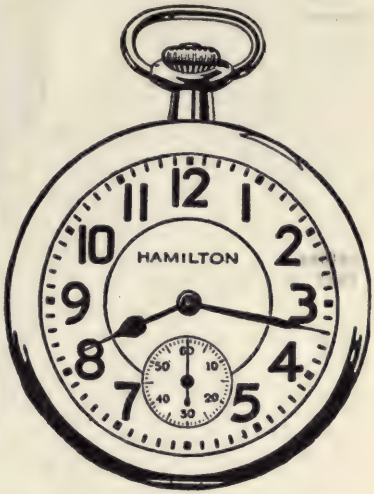
Miss Blanche Trevathan of Arlington, Ky., notified our operator at Bardwell, Ky., of an accident to our train, Extra 1739, January 15 at Arlington. Our derrick started to the point of accident earlier than it would have been possible otherwise, and division officers, as well as the management, are very grateful for this voluntary assistance.

For prompt handling of loaded cars, attention is called to I. C. 173122 and N. C. & St. L. 13874, placed for loading at the Bemis Bag Company, Jackson, Tenn., at 7 a. m., February 2, loaded with bagging for Minneapolis, and Wabash 66946 loaded by the Veneering Lumber Company, at 9 a. m., same date. The three cars moved out on Train No. 52 the same date they were loaded. This is one of many such cases.

I. C. 21038 and 38618 of Train No. 191 were set out at 12:50 p. m., January 23, at Newbern, unloaded, placed in train No. 192 at 2:40 p. m., the same date and billed to Centralia for grain loading. This is the kind of movement which makes the Illinois Central service so attractive to its many patrons, and maintains the standard of the Tennessee division.

Solicitation is one thing, and service is another; but they are so intimate that they are

Conductor Dan Mandaville has been in Erie Service 46 years. His run is between Jersey City and Binghamton—out on No. 5, back on No. 6. He has been carrying for 15 years that Hamilton he has in his hand.



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each entirely dependent upon the other. The former gets the business, and it is up to the latter to keep it; whereas the latter might never have the business if it were not for the former, and it is impossible to give service without someone to serve.

It is more than probable that solicitation induced the shipper to choose the Illinois Central when he loaded R. I. 500384, mules for Albany, Ga., handled in Train Extra No. 1737, Tennessee division, January 31, in charge of Conductor R. H. Briggs—and then service played her part. Conductor Briggs wired the agent at Birmingham as follows:

"Extra 1737 Sth has RI-500384 mules for Albany, Ga., CGA loaded 5:30 p. m., January 30, owner in charge and very anxious feed water get on 38 tonight. Please arrange to handle promptly as it means several cars to us with prompt movement. Should reach Birmingham 3:15 p. m."

The mules were fed, watered and rested, and moved on train No. 38. The shipper was greatly pleased, and indicated that he would have twenty-five or thirty additional cars to move.

For a number of weeks the little city of Riceville, on the outskirts of Fulton, has been bothered by petty robberies, such as stealing of clothes, meat, groceries and other small things. No one seemed to be lucky, or fortunate enough, to be able to get a shot at the robbers until about 5 a. m., February 6. Green Templeton, a fireman at Fulton, was awakened by a noise at his window. Slipping out of bed, he crawled close to the window, and shot twice at two men he saw trying to get in. They ran before he could get another shot at them. Later that morning, an examination revealed blood stains just outside of the window. Dogs were sent for, to trail the men, but they did no good. By this time the news had spread, and men were on the lookout for the robbers. About 9 o'clock word was received that the robbers were believed to be about a half mile beyond the coal chute. Several men went to see if they were the ones. It happened that Foster Edwards, night engine inspector, and Carl Parton, carman, were near the coal chute about the time this news reached there and they went in search of the men. A short distance ahead, three men ran from a fire as the pursuers approached. One man was caught, and it was learned that he had been shot. He was turned over to the officers, and the search was continued for the others.

MISSISSIPPI DIVISION

On the morning of December 27, A. M. Fisher, one of the Mississippi division's best track foremen, fell in the harness at his post of duty.

Mr. Fisher entered the service of the Illinois Central as a common laborer in July, 1903; was promoted as foreman at West, Miss., July, 1904; was moved to Durant, December, 1905; to Grenada, December, 1906; to Horn Lake, January, 1907; to Sardis, October, 1908; to Batesville, October, 1909. He was given charge of an extra gang in August, 1911, and was returned to the Batesville section in May, 1914, where he remained until his death.

He was considered by all who knew him one

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of the best track men on the division. He was also considered one of the hardest workers. The record will show that his job was maintained in first-class condition at all times with less money than that of any other foreman on the district where he worked.

He was known by all concerned for his promptness to duty under all conditions. No night was too dark, it did not rain too hard and the storm was never too heavy for him to get out and look after the condition of his track. He was always the first man on his district to call in on the telephone and give the train dispatcher and his supervisor the condition of his track. He was always prompt in carrying out instructions and was loyal to his superiors. His practice was when a job was started to fight it to the finish. He never was satisfied with unfinished or untidy work. While other men have possibly climbed to higher rank in the same time, it can truthfully be said that no man in his department stuck closer to his duty, carried out instructions more promptly, or worked harder to make progress on his job than A. M. Fisher.—Contributed by A. R. Wilkinson of Sardis, Miss., his supervisor.

Allen Miller, pensioned negro employe of the Water Valley, (Miss.), shops, died at his home in Water Valley, December 31, 1921.

"Uncle Allen," as he was familiarly known to both his white and negro friends, was born near the present city of Greenwood, Miss., March 10, 1840, and began service with the old Chicago, St. Louis & New Orleans Railroad Company, now the Illinois Central Railroad, in the machinery department at Water Valley as a blacksmith helper under former Master Mechanic Jack F. White. He worked in that capacity for these companies continuously up to August, 1910, when he was retired on pension because of having reached the age limit.

"Uncle Allen" worked under every master mechanic at Water Valley from the time of Mr. White up to the time of William H. Watkins and was always considered a reliable and efficient employe, faithful in the discharge of his duties and loyal to his friends and his church. He was a consecrated member of the Eversdale Baptist Church for nearly half of his life.

MEMPHIS TERMINAL DIVISION

On July 21 J. A. Bottoms, clerk in the freight office at Memphis, will reach his twenty-first birthday, and will become sole heir to the money and property left him by Mrs. Margaret Moncure, an aunt, who died at New York, January 25.

The estate is now in the hands of the Guaranty Trust Co. of New York, appointed administrator and guardian.

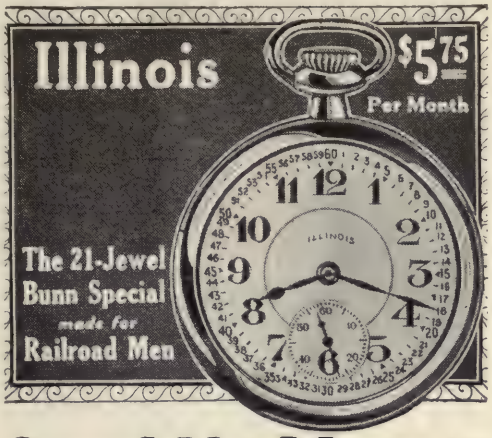
Bottoms admits that the estate is large, but refuses to reveal the exact amount. He would not deny the report that it is close to $100,000, mostly in real estate.

"The only time I ever saw my aunt was when I saw her in her coffin, in January," Bottoms said.

She was a sister of Bottoms' father, who died several years ago. Bottoms lives with his mother.

Mechanical Department, Memphis, Tenn.

Charles Barnett, machinist apprentice, who has been in St. Joseph's Hospital, has been



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transferred to the Illinois Central Hospital in Chicago.

James Moore, machinist apprentice, has resumed work after being on the sick list for ten days.

W. H. Smith, night hostler, who has been confined at St. Joseph's Hospital with appendicitis, has recovered enough to be removed to his home.

Machinist William Herbert has returned from Chicago, where he has been under treatment at the Illinois Central Hospital.

Herman Slusmyer, Illinois Central engineer, has let the contract for two dwellings on his plot at Gaston and Patton streets.

Elmer Nottmier, tinsmith, has resumed work after being on the sick list for a week.

Ernest Brown, machinist apprentice, has resumed work after an enforced vacation caused by a wrist sprained while cranking an automobile.

Frank Heckinger, machinist, has resumed work after being on the sick list for a few days.

Edward Shepherdson, machinist, who has been on the sick list for a week, has resumed work.

The entertainment given recently in the Lauderdale School auditorium for the benefit of the Drum and Bugle Corps was largely attended, and the musical program rendered by the orchestra and the Central High School Glee Club was very liberally applauded. The blackface sketch by F. Foley, Norman McBride, Zetta Foley and Noble Craig and the whistling number by Frank Wright received much applause. The receipts, amounting to $80, will be used to buy uniforms and instruments for the corps. There has been no organization of this kind in South Memphis. The present corps is sponsored by the Lauderdale Improvement Club.

At the last meeting of the South Memphis Lauderdale Improvement Club, the members perfected plans to establish a night school for the benefit of the young men of the district who do not have the opportunity to attend during the day. A thorough course of instruction will be given in various grades, and all those who wish to attend the classes will be welcome. Those wishing to attend or who desire further information should apply to Professor Toryson of the Lauderdale School. The meeting, which was largely attended, was addressed by Mrs. Ellis of the school board, who was a guest of the club. Several club members also spoke. H. Patterson was elected chairman of the membership committee which will make a drive for new members this coming month. The purpose of the club is to improve South Memphis and

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make it a better place for the members and their families to live in. The club is affiliated with the A. B. Hill and the South Memphis Business Men's clubs. President W. F. Lauer, general foreman of the Illinois Central shops, presided.

Carleton L. Swofford, 7 years old, son of Lee C. and Ethel E. Swofford, died at the family home, 244 Simpson avenue, Monday evening, February 6, of scarlet fever. Mr. Swofford is chief electrician for the Illinois Central Railroad. Funeral services were held at the residence. The Rev. J. W. Orr officiated. Burial was in Forest Hill Cemetery.

C. R. Fanar, machinist, is on the disabled list with a sprained hip caused by falling in a pit.

MEMPHIS DIVISION

R. S. Magee, division agent, was married to Miss Edith White of Memphis, January 28.

Mrs. O. E. Ramsey, clerk in the master mechanic's office, was married February 16 to M. A. Leach, Memphis division engineer.

February 7, Conductor H. B. Robinson observed a bent axle on N. Y. C. 48126, fifteen cars from the caboose in train No. 72. The car was set out at Greenwood, Miss., and the wheels removed.

At a point approximately one and one-half miles south of Grenada a stake pocket on I. C. 69760, a car loaded with logs in train No. 396, broke, and two of the logs fell off. T. C. Conn, conductor, made an inspection when his train stopped to set out some cars at a box factory in Grenada, and discovered broken wires on the car. He went back to where the logs had fallen, and found that one had not cleared the main line. He cut his engine off, went to the box factory, borrowed some cant hooks and moved the logs in clear. Upon his arrival at Grenada, Conductor Conn endeavored to communicate with the operator at Greenwood to place a restricting order over this section of the track. He did not know whether or not the logs had impaired the track when they fell. He was unable to get in communication with the operator at Greenwood and his train was tied up. Being apprehensive about passenger train No. 322, Conductor Conn went to his caboose, got a lantern, walked back to the place where the logs fell off, flagged No. 322 and piloted the train over the place.

I. C. 87183, loaded with a contractor's outfit, moved from Greenville to Winona over the Y. & M. V. and the Illinois Central, a distance of 189 miles, in forty-eight hours. The car was started February 8, moved through five termi-

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nals and was handled by five road trains and by switch engines at Cleveland, Clarksdale and Greenwood. No special movement was indicated for this car. This business was got by M. L. Mays, agent at Winona, although the distance over another road was only 83 miles.

The consignee was very much pleased with the prompt handling of this car, and as a result is routing a large shipment of pipe from Birmingham over our line. He expects to give us routing on shipments of gravel, sand and cement which will move in the near future.

Conductor V. R. Byrd, who has been in the Illinois Central Hospital at Chicago for some time, recently returned to Memphis very much improved.

NEW ORLEANS DIVISION

Engineer J. J. Mulvihill, in stepping off an engine in New Orleans Yard, severely sprained his ankle, necessitating his laying off for some weeks. He has recovered sufficiently to resume his run.

The sudden death of Engine Foreman C. E. Harris of Vicksburg Yard came as a shock to his fellow workers and to the community. Mr. Harris, while on his way home after his night's work, dropped dead of heart disease. He leaves a widow and child.

Conductor E. O. Stafford fell from the cupola of his caboose, sustaining a dislocation of his shoulder and minor bruises.

Engineer J. D. Riggs is on the sick list.

A son was born recently to Brakeman and Mrs. M. K. Riggn.

Twin boys were born to Engineer and Mrs. J. J. Drehr, recently.

Flagman E. A. Weysham was married in New Orleans in the early part of the month.

At a benefit performance at a Vicksburg theater, given for the benefit of the American Legion, a comedy film by a well-known novelist and scenario writer was presented. The picture attracted wide attention, due partly to the fact that the author is a home product and also to the appearance of several prominent railway men on the screen, including Superintendent F. R. Mays, Engineer J. D. Riggs and Conductor R. E. Cook, who for the first time, perhaps, saw themselves as others see them.

Section Foreman H. D. Schwing of St. Rose, La., section, after a severe illness in the Illinois Central Hospital at New Orleans, has returned to his duties.

Foreman J. D. McDonald has been moved to Arlington Section L-26. Mr. McDonald is one of our oldest foremen.

The Illinois Central System, in promptly keeping pace with the remarkable progress of Baton Rouge, La., has authorized the building of a freight and passenger depot at that point at an estimated cost of $600,000. Work on the new structure will begin as soon as possible, and completion at an early date is desired. The building will be in keeping with the usual high standard of the company—up-to-date in every respect. The citizens of Baton Rouge are justly proud of this valuable addition to their city.

A. G. Wellons, traveling auditor, has been appointed auditor of the entire New Orleans division in addition to his duties on the Vicksburg division.

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ILLINOIS CENTRAL MAGAZINE

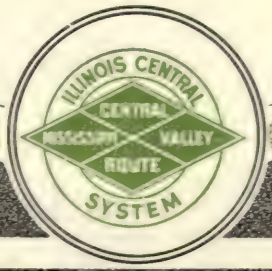
April 1922

Inland Waterway Development
C.H. Markham

World No Poorer Since the War
Theo H. Price

Diversify, Says Editor C.P.J. Mooney
J. H. Curtis

Hotel on Wheels for New Orleans



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E. Bodamer

Mr. Bodamer, superintendent of the Memphis Terminal division, was born June 9, 1870, at Logan, Ohio, and began his railway work in 1886 as a switchman for the Pennsylvania. In 1889 he entered the service of the Terminal Railroad Association as a switchman at St. Louis, and in 1894 he became a switchman for the Wiggins Ferry Railroad at St. Louis. He served as a conductor for the Frisco from 1889 to 1903. Then he took the same position with the Illinois Central, serving the company as a conductor for ten years. In 1913 he was made trainmaster at Memphis. Five years later he was made trainmaster on the Tennessee division, and was then transferred to the Y. & M. V. The same year, 1918, he received a temporary appointment as superintendent of the Memphis Terminal, in the absence of J. M. Walsh. Upon Mr. Walsh's return from the war in 1919, Mr. Bodamer reassumed his duties as trainmaster. He was appointed superintendent to succeed Mr. Walsh when the latter went to the Memphis division in June, 1921.

VOLUME TEN NUMBER TEN

ILLINOIS CENTRAL MAGAZINE

APRIL NINETEEN TWENTY-TWO

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GEORGE M. CROWSON, *Editor.* CHARLES E. KANE, *Assistant Editor.*

Let's "Sell" the "Old Reliable"—That's Easy

Every Employe Is a Salesman in His Way, and Our Product Contains the Necessary Priceless Ingredient

By N. BELL,
Master Mechanic, Waterloo, Iowa

WHEN I contemplate "making" the magazine, I confess I feel like little Johnnie, who haltingly was practicing an exercise on the piano and finally, in desperation, called up to his older brother, "I can't play this piece!" His brother promptly yelled down to him, "That's what you got to practice it for, you poor fish!" So bear with me.

Out here in Iowa, the land of corn, the Illinois Central is called the "Old Reliable," which is a nickname to be proud of. There is no question it is fittingly so called.

I recall one stormy day last March at one of our stations. A knight of the grip came rushing down the street to see the tail end of one of our local passenger trains fast disappearing. He rushed up to me and asked if that was the train to Waterloo. On being told it was, he sat down and said, "I'll be darned—a local train right on the dot!"

I found, in conversation with him, that he had just come from an eastern territory and, as he put it, "Down there you don't have to be on the dot; usually five or ten minutes don't matter."

However, he soon smiled and said: "I'm satisfied with this kind of service, and I'll sure be on time to travel on this line. It's good

enough for me." The Old Reliable had been "sold" to him.

Every Employe a Salesman

One thing above all else stands out in the Illinois Central family, and that is: Everyone is a good salesman. I saw a flagman on one of our trains recently, upon arriving at a station and after announcing the stop, gather up a dear old lady's bag and suitcase and carefully help her off the train and start her on her way with a smile. He certainly "sold" the Old Reliable big, not only to this old lady but to all the passengers in that car.

I was passing through one of our roundhouses and noticed one of our machinists with a main rod brass down. I stopped to examine the brass and talk to this man, who is truly an artist in his line of work, if it is possible to speak of artistry in a railway roundhouse. I told him we were very anxious to have the train the engine was going on "on time." He said, "So am I, and I'll do my best." He was selling our wares conscientiously and well.

I sat in an observation car on one of our heavy trains, which, as you know, is the place where the jolts at stations and water cranes show big. The train was stopped and started beautifully. An old gentleman opposite me said to the gentleman next to him, "My, this is some train!" If the engineer could have heard the complimentary things said, he would have felt well repaid for his care in handling that train. He surely was "selling" big.

Team Work and Talking Points

I might tell you story after story of actual cases of good salesmanship. I have been so fortunate in the past, and am now, as to be a small factor in an organization of our employes to "sell" the Old Reliable. This organization truly has the crusaders' fire, enthusiasm and aggressiveness for the cause.

It surely makes one glad to be one of the Illinois Central family, to meet someone who smilingly tells you: "We surely did well last night. We put twenty-two cars of hogs at X——— packing plant." Or to have someone stop you and have him bombard you joyously with the information that: "We got fifty-three cars of coal over the Illinois Central this month we never could haul before, and the freight house receipts are going to show a big increase this month." That sounds mighty good, as it means the Old Reliable is going better all the time. It means work for us all and good for the town we live in—a better town for all of us.

Folks, don't be afraid to sell your road to the merchant, the professional man, your neighbor and all. They like it. They appreciate it. There are many things they like to hear of. Tell them that the Illinois Central has a well-maintained roadbed and matchless equipment; that we have 60 per cent of our passenger equipment of steel construction, which is 21 per cent better than of the country as a whole; that our passenger trains were 98.2 per cent on time over the system in 1921; that our passenger engines are the finest that can be built and are carefully maintained in the best condition; that our freight equipment is very good and our freight and switching power is second to none, and our organization is matchless.

Hakeem and the Priceless Ingredient

As I write, I am reminded of the story of Hakeem the Wise One. In the city of Bagdad, many years ago, lived Hakeem the Wise One, and many persons went to him for counsel, which he gave freely to all, asking nothing in return. There came to him a young man who had spent much but got little, and he said: "Tell me, Wise One, what shall I do to receive the most for that which I spend?"

Hakeem answered: "A thing that is bought or sold has no value unless it contains that which cannot be bought or sold. Look for the Priceless Ingredient."

"But what is the Priceless Ingredient?" asked the young man.

Spoke then the Wise One: "My son, the Priceless Ingredient of every product in the market place is the Honor and Integrity of him who makes it. Consider his name before you buy."

Mr. Markham in one of his open letters says: "The patrons of the Illinois Central System find courteous and sympathetic attention in every department. Employes take great pride in our reputation for courtesy. Service is now the only basis of competition among the railroads. Since rates are standardized, the Illinois Central System cannot offer rate bargains to command patronage, but it can offer —and it is constantly developing—the organization, equipment and facilities for unusual service."

This is certainly putting the "Priceless Ingredient" in the Illinois Central. Our president and his organization by progressive policies make "selling" the Old Reliable easy. Let's approach the future with confidence and a stout heart, and "sell" big. Let's go!

Up in the Air With Uncle Sam's Fast Mail

Thirty Hours From Coast to Coast Is Goal Sought by Service Now in Its Fourth Year of Operation

The following are excerpts from an address delivered before the Washington Section, Society of Automotive Engineers, January 6 by Colonel E. H. Shaughnessy, second assistant postmaster general. Colonel Shaughnessy since then has died of injuries received in a theater accident at Washington.

THE air mail service was started May 15, 1918, the first step being the establishment of a mail route from Washington, D. C., to New York City via Philadelphia, no intermediate stops being made. To begin with, army planes and army personnel were used. The planes were the JN4-H type, equipped with 150-horsepower Hispano-Suiza motors having a carrying capacity of 150 pounds of letter mail, or approximately 6,000 letters.

On August 12, 1918, the postoffice department, having perfected a civilian organization, relieved the army from further duty with the air mail service, thereupon assuming full charge of all activities and at the same time putting in use the standard E-4 type plane, equipped with the same 150-horsepower Hispano-Suiza motor, but having a carrying capacity of 200 pounds, or approximately 8,000 letters.

The Washington-New York route operated steadily and successfully, warranting further expansion, and on May 15, 1919, or one year later, the first leg of the transcontinental route was established from Cleveland to Chicago, via Bryan, Ohio, using the DeHaviland 4 type plane, equipped with a 400-horsepower Liberty motor, having a carrying capacity of 350 pounds, or approximately 14,000 letters.

Rapid Extension of Service

Further extension followed rapidly. July 1, 1919, service was started from Cleveland to New York City, via Bellefonte, Pa.; May 15, 1920, from Chicago to Omaha, via Iowa City, Iowa; September 6, 1920, from Omaha to San Francisco, via North Platte, Neb., Cheyenne, Wyo., Salt Lake City, Utah, and Reno, Nev. In addition to the transcontinental trunk route, additional lateral routes were put into operation as follows: August 15, 1920, from St. Louis to Chicago, and December 1, 1920, from Chicago to Minneapolis.

That was the situation when the present administration took office; that is to say, there were in operation air mail routes from New York City to San Francisco, St. Louis to Chicago and Minneapolis to Chicago over

This photo shows a Thomas-Morse Hispano transcontinental air mail plane. The machine has a wing span of 45½ feet and an overall length of 26 feet. The motors are two American Hispano-Suiza 300 h. p., both contained in the nacelle, placed between two fuselages.

which mail planes were flying regularly during the daylight hours.

Great things had been accomplished in the way of extending the air mail service, but the situation as we found it was not altogether satisfactory. Criticism was being directed toward the service by the public and the Congress, principally due to the fact that there had been a series of unfortunate accidents during 1920, which had resulted in considerable loss of life. In addition to this feature, members of Congress, in committee and on the floor, objected to the manner in which the air mail service had been extended and financed.

Air Mail Service Reorganized

The whole matter was given serious consideration. A careful check-up indicated that most of the operating difficulties came from too-rapid expansion without providing necessary facilities with which to operate efficiently. Then there was the necessity for getting four square with the committees in Congress; so we decided to start a new deal all around: first, to carry out the intent of Congress, which, let me say, is not unfriendly to an air mail service, although very properly unfriendly to what the Congress thinks is maladministration in any service; second, to align ourselves with the expressed desire of the administration for economy; and, third, to put into effect my own thought that we would be helping aviation in a much more beneficial way if we stopped the too-rapid expansion which, through lack of sufficient facilities, seemed to be making the air mail service an extra hazardous occupation, and instead concentrate our efforts on standardizing and perfecting the operation on a more restricted route.

For these reasons we decided to discontinue the laterals. Washington to New York City was abandoned May 31, 1921, and St. Louis-Chicago and Minneapolis-Chicago June 30, 1921, which reduced our expenditures at the rate of $675,000 per annum. Today we are operating only the New York City to San Francisco route. It may be interesting to know that while we have materially reduced the mileage in taking off these laterals, our mail planes are going to fly, for the fiscal year July 1, 1921, to June 30, 1922, at least 1,800,000 miles as compared with 1,760,000 for the preceding fiscal year, this showing being due to increased efficiency in flying performance.

Across the Continent in 30 Hours!

The air mail service as at present operated is used as an auxiliary to the fast mail train service because we do not attempt to fly at night. We hope that within a reasonable length of time the proposed bureau of aeronautics in the department of commerce will come into being and start the work of marking the airways for night flying. When this is done the real value of an air mail service will be at once apparent, for with night flying mail can be put across the continent in less than thirty hours. As a matter of fact, on a test flight on February 22, 1921, the air mail put mail across from San Francisco to New York in 25 hours and 21 minutes actual flying time. This was a notable performance but altogether too hazardous to try again until the way is marked by suitable aids to flying such as lighthouses, beacons, etc.

The transcontinental route is divided into three operating divisions. The eastern division, from New York to Chicago, is 770 miles long, with headquarters at New York; the central division, from Chicago to Rock Springs, Wyo., 1,125 miles, with headquarters at Omaha; and the western division, from Rock Springs, Wyo., to San Francisco, 785 miles, with headquarters at San Francisco. Air mail fields are located at the following points: Hempstead, L. I., Bellefonte, Pa., Cleveland, Bryan, Ohio, Chicago (Checkerboard Field, Maywood, Ill.), Iowa City, Iowa, Omaha, North Platte, Neb., Cheyenne, Wyo., Rawlins, Wyo., Rock Springs, Wyo., Salt Lake City, Elko, Nev., Reno, Nev., and San Francisco. In addition to these fields there is an air mail warehouse at Newark, N. J., and an air mail repair depot at Maywood, Ill.

Radio at All Fields but One

Radio stations are located at headquarters (Washington, D. C.), and at all fields except Rawlins, Wyo. Navy radio stations are used jointly at Cleveland, Chicago and San Francisco. All the other radio stations are owned and operated by the postoffice department.

During the period from May 15, 1918, to October 31, 1921, 221 planes have been used in the air mail service. The following tabulation shows what has become of them:

Crashed and parts salvaged	81
Crashed and burned—no salvage	20
Burned on ground—no salvage	7
Withdrawn—unsatisfactory type—parts salvaged	19
Withdrawn account age—parts salvaged	8
Withdrawn and stored—small type	9
Transferred to army	1
Available October 31—flying condition	50
Available October 31—undergoing repair	26
	221

Since last June, when the reorganization of the air mail service took place, great strides have been taken in connection with standardizing and improving the flying equipment. From the first a number of different types of planes had been used, principally JN 4-H Standard E-4, JL's twin-motored DH-4 and a single-motored DH-4. We have standardized on the single-motored DH-4 and have eliminated all other types. This does not mean that the DH-4 is the most suitable plane available; it simply means that it is a satisfactory plane for air mail service and it is good business to standardize on it because the army has a large surplus which is transferred to our service as needed without expense to us. It may be interesting for you to know something in connection with the useful life of the DH-4 based on our experience; we have in the air mail service at the present time 143 planes, 50 in serviceable condition, 38 being overhauled and 55 in storage awaiting overhauling.

Service Does Own Repair Work

Another item that may be interesting is that during the fiscal year ending June 30, 1921, the postoffice department paid companies for rebuilding and converting planes the sum of $276,109, and purchased eight planes for $200,000, a total of $476,109, while since July 1 this year no planes have been purchased and all conversion work has been done by our own repair shop at an average cost of $1,200, and at the same time our situation has materially improved. We have

Giving the air mail service the "once over." Accompanied by officials of the air mail service Will Hays, former Postmaster General, inspected several of the postal planes at Bolling Field, Washington, D. C. This photo shows, left to right: E. H. Shaughnessy, assistant postmaster general (deceased), Postmaster General Hays and Carl F. Egoe, superintendent of the air mail service.

today 14 more planes in serviceable conditions than on July 1 last.

The air service is directed by a general superintendent located in Washington reporting to the second assistant postmaster general. The field service is divided into three operating divisions under the supervision of division superintendents located at Hempstead, L. I., Omaha, and San Francisco. Each superintendent has an assistant superintendent to assist in general supervision and local field managers at each landing. In addition to this there is a supply warehouse at Newark, N. J., and a repair depot at Maywood, Ill., in charge of superintendents, reporting directly to headquarters. The total number of employes is 479, and the present annual payroll $787,620. Prior to the reorganization July 1 last, the payroll carried 521 employes, salaries $864,321.

The operating performance of the air mail service in recent months has been truly remarkable. For the first quarter of the current fiscal year, that is, from July 1 to September 30, 1921, 98 per cent of all scheduled trips were completed. By divisions, the record of performance is as follows:

Division	Miles Flown	Letters Carried
New York—Chicago	112,626	3,506,000
Chicago—Rock Springs	168,805	4,310,760
Rock Springs—San Francisco	109,587	2,197,520

In addition to the 391,018 miles flown with mail on regular schedule, our records show 49,662 miles of test flights and ferry trips, making a grand total of 440,680 miles flown in the three months.

No Trips Missed in 185 Days

An exceptionally good record was made on that portion of the route between Cleveland and Chicago, air distance 335 miles. No mail trips were defaulted from April 29 to October 31, a period of 185 days. During that period 98,890 miles were flown and 3,271,360 letters carried. Our records show that approximately two-thirds of all mail trips are made in clear weather; the balance, in fog, rain or snow.

During this same quarter, there were eleven crashes, eight of which occurred on air mail fields and three at outside points of forced landings. Two ships were entirely destroyed, but during the quarter there were no fatalities or injuries to employes on regular mail trips. There was, however, one fatality on a ferry trip. On July 16, 1921, Pilot Howard Smith lost his life in Ship No. 222 on the San Francisco field. He was assigned to ferry his ship to Reno and fell from an altitude of 300 feet when taking off.

During the period of May 15, 1918, to November 30, 1921, there have been thirty fatal accidents in the air mail service—by fiscal years, that is, from July 1 to June 30, as follows:

	Pilots	Mechanics	Other Employes
1917 (1½ months)	....	....	....
1918 (12 months)	2	1	....
1919 (12 months)	6	1	2
1920 (12 months)	13	4	....
1921 (5 months)	1	....	....
	22	6	2

During 1920, using round figures, there was one fatality for each 100,000 miles flown. Since July 1 we have had one fatality for each 800,000 miles flown.

A Fine Group of Pilots

In my opinion, this improved showing comes principally from putting into effect a sensible, businesslike program, using trustworthy men and material, leaving the experimenting and stunting to those who are not entrusted with the United States mails. I want to emphasize the fact that since July 1 last, during which time this remarkably fine record has been made by our pilots, DH-4 planes have been used exclusively. I cannot say too much at this time in commendation of our air mail pilots, several of whom have flown 100,000 miles carrying mail. Since the beginning of the service, air mail pilots have flown 3,400,000 miles, carrying more than 2,500,000 pounds of mail, or approximately 100,000,000 letters. No finer class of men or pilots can be found anywhere, individually or collectively, than those in the air mail service. It is a pleasure to recognize publicly the work they are doing. They are worthily carrying on the best traditions of postal service.

Statistics have been published regularly showing operation and maintenance cost of the air mail service, which are useful for comparative purposes, but have not been truly representative, in my opinion, because the figures shown have not included such items as general overhead expenses and permanent improvements, surplus supplies on hand were not charged out until used, planes purchased were not charged to capital ac-

count, etc. Using the statistics as they have been published, the purely operating and maintenance cost per mile during the quarter ending September 30, 1920, was 87 cents and for the same quarter of 1921 71⅓ cents, a reduction of 15⅔ cents per mile. Without much further delay, we intend to revise the cost sheet so as to include every dollar properly chargeable to the air mail service. The new method applied to the periods just given you would result in a cost per mile of $1.43 for 1920 and $1.04 for 1921, or a reduction of 39 cents per mile operated.

A Steady Reduction in Cost

This material reduction in operating cost is chargeable principally to reduced overhead expense; secondly, to increased efficiency from the personnel (jobs are thought more of nowadays than for several years past), and, thirdly, to economy in purchasing supplies, principally gasoline. We are successfully operating today on domestic aviation gas, whereas formerly the so-called fighting grade was used. Cost per mile means nothing unless translated into ton mile figures. Taking the last figures quoted you, which are truly representative, we find that last year the DH-4 plane carrying 350 pounds of mail was operated at the rate of $8 per ton mile.

This year the same plane carrying the same load costs at the rate of $6 per ton mile; however, we have recently put into service an improved DH-4 with the load-carrying capacity increased to 800 pounds, an increase of over 100 per cent in utility with no additional operating cost (in fact, identically the same plane merely re-designed), which will bring the ton mile cost down to $2.60, a remarkable reduction from the figures of a year ago. No doubt private enterprise can do much better than this because, as you gentlemen well know, Liberty motors are expensive to operate. Our justification for using them is that they are surplus stock in the war department and cost us nothing.

Government Operation Temporary

In conclusion, just a word as to the future policy of the postoffice department with reference to air mail service: The department, true to its tradition, wants air transportation of the mail because in that direction lies rapid transit. Whether it be heavier-than-air, or lighter-than-air, types of carriers is immaterial, if the service given is reliable and speedy. The department, however, does not feel that it should operate an air mail service any more than it should operate a steamboat service or a railway service, but only until such time as the commercial interests of this country are ready to step in and take over the burden.

We are willing and eager to co-operate to the fullest extent in assisting real commercial aviation, not by any possible chance to enter into contracts with companies or individuals in the prospectus, stock-selling stage who want to use the legend "United States Mails" to sell stock, but with those having ships in the air ready to load the mails. How soon that time will come we, of course, do not know, but let us all hope that it will be soon and collectively do everything we can consistently to advance the date, because, after all, there are other important uses for airplanes aside from carrying commerce. This country of ours still needs the sort of protection that airplanes and airships and airmen can give.

TICKET SALESMANSHIP

J. V. Lanigan, general passenger agent at Chicago, recently issued the following circular on salesmanship:

Every time a ticket is purchased it pleases the management. Every ticket purchased helps make a ticket-selling job, and therefore the seller should also be pleased.

Some ticket agents and sellers practice the pleasing custom of acknowledging their and the management's pleasure by a pleasant "Thank You" in passing a ticket to the purchaser. It makes the buyer and seller happier and improves the relationship between the patron and our railroad. Not only is it a practice that is encouraged but it is the wish and hope that every ticket agent and seller not now following it will do so.

Every telephone inquiry for information concerning fares, train service or sleeping car accommodations is made by a prospective patron, and telephone "prospects" are as valuable as buyers at the counter. The management appreciates the telephone call of the prospect, and, as every telephone prospect helps make jobs for telephone operators and ticket sellers, the latter also should share the management's appreciation, and some do.

Illinois Central Plans a Hotel on Wheels

Extensive Preparations Are Being Made for Housing 6,000 Knights Templar at New Orleans Conclave in April

A MODERN hotel on wheels with a capacity of 6,000 guests will be operated by the Illinois Central System in the heart of downtown New Orleans during the triennial conclave of the Grand Commandery, Knights Templar, April 24 to 27. The hotel on wheels will be 250 Pullman sleeping cars, and our Poydras Yard, located between Poydras and Lafayette streets and extending the five blocks from Magnolia to Saratoga streets, is being enlarged to provide the parking space. Eleven new tracks are being built, and three of the permanent tracks are being extended.

The sleeping cars will be operated by the Illinois Central System after the pattern of a miniature city. Each car will be a house. Illinois Central dining cars will be parked about the city to furnish meals, and a section of Warehouse No. 3 is being converted into a temporary clubhouse. Warehouse No. 3 adjoins Poydras Yard on the west. The clubhouse will contain toilets, shower baths, a barber shop and a laundry agency. The small city will be thoroughly lighted and supplied with water; sewage disposal from the cars has been arranged for, and walks will be laid. A temporary office building will be erected facing on Saratoga street, and in this building there will be an information bureau. Representatives of the various departments in charge will be on hand to carry out the Illinois Central's program in arranging for this service—which is

J. W. Cousins

Laying track for the "hotel on wheels." Foreman A. K. Duke with his gang. These negroes sing at their work and move to the cadence of their song.

Looking northward over the site of the wheeled city, March 11, with gangs laying temporary tracks. At the left are warehouses; the Illinois Central Hospital appears in the background

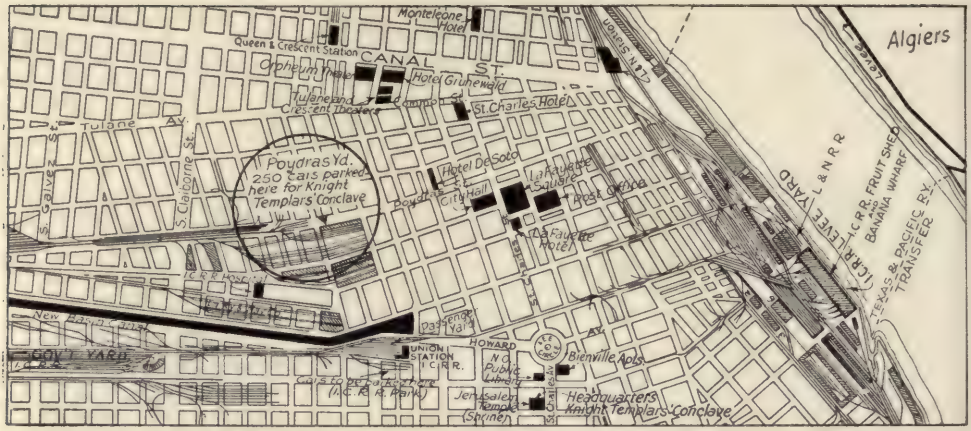
that nothing shall be spared to make it a great success.

Water Supply Is Arranged For

In order to furnish a constant supply of good water to the cars and the clubhouse, the municipal water supply will be tapped, and water mains will extend the full length of the Illinois Central's miniature city, with laterals leading off the mains for connection with each car. The water supply also will be piped into the warehouse. Two locomotives will furnish the steam for heating the cars and for heating the water, in both the cars and the clubhouse. In the clubhouse there will be a 500-gallon tank supplied with hot water, heated by a locomotive stationed on an adjoining track.

One of the biggest problems involved in the project is that of supplying the electric current for the cars. A Pullman sleeping car generates its own electric current while in motion and charges its battery, which has a

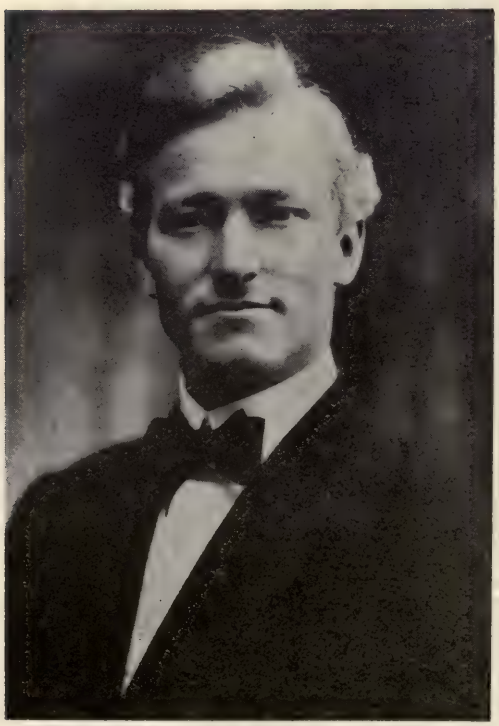
The artist's conception of the sleeping car city, as it will appear. Drawn by C. B. Medin of the magazine staff.



Downtown New Orleans, showing the location of the city on wheels with reference to hotel and theatrical districts.

capacity that will supply the car, under ordinary conditions, for eight or ten hours after it comes to a standstill. The municipal electric cables are too heavily charged to be of use in restoring the batteries, and hence the Illinois Central must provide transformers and generators.

It has been arranged to purchase twenty-five 10-horsepower 440-volt 3-phase motors, which will be placed on portable skids. Car generators, similar to those used on the cars when they are in motion, will be supplied by the Pullman Company, and these will be placed on the same skids, each one connected with a motor by a belt operating on pulleys. Each morning, after the occupants have left the cars, electricians will start charging the batteries. Each unit will be hooked up with two cars at once, and will be supplied with current from one of four 25-kilowatt 440-volt 3-phase trans-



H. E. Chalstrom

M. A. Smith

formers tapping 2,200-volt primary lines which will extend the length of the miniature city. Leads will be used to reach adjoining cars, so that, while each unit will be on skids, the entire charging operation can be completed without moving a unit.

"Streets" Will Be Lighted

General lighting will be provided for in 250-candlepower lamps topping poles 100 feet apart. In order to give a "front porch light," the vestibule light, which is 15-candlepower, will be carried to the outside of each car platform and attached. Walking down the board walks between each pair of car tracks, one will be able to imagine himself in a well-lighted city.

It is of interest to note in this connection that the commanders are planning to spend a considerable sum of money in providing additional illumination for New Orleans during the conclave.

Warehouse No. 3 will undergo considerable changes between the 1st and 24th of April. Plans have been made for a 3-chair barber shop, which will be operated under concession rights. A laundry will obtain the concession for an agency to be located in the clubhouse, offering as a special service 1-day laundry work. A towel room will provide towels for bathers. Twenty-four shower baths are being installed.

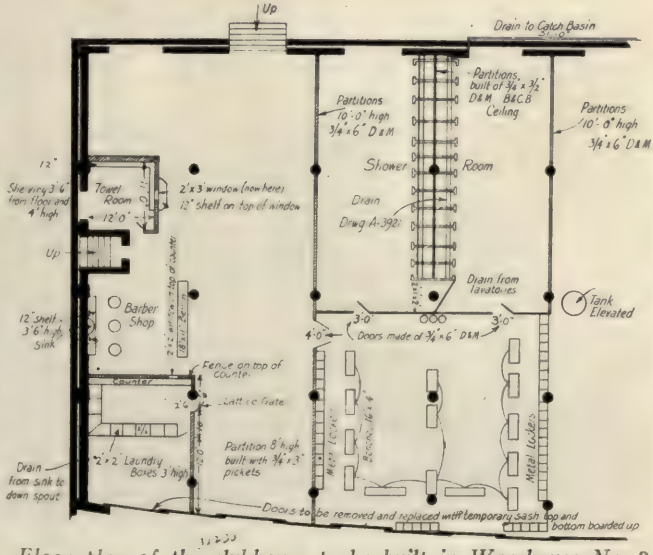
Immediately to the south of the section of the warehouse given over to the clubhouse a section will be turned into a baggage room, with an expert baggage attendant in charge at all hours.

Plenty of Space Available

In addition to the facilities in Poydras Yard proper, tracks will be laid in the neutral ground on Poydras Street, immediately east of the yard, and this will be available as parking space for more cars. If these facilities fail to provide sufficient room, there will be parking space for cars to the west of Union Station. Arrangements have been made by the Illinois Central to date for the handling of nearly 200 Pullman cars arriving over its own lines in its miniature city, and about thirty cars coming into New Orleans over the Southern Pacific will be cared for. This number, however, doubtless will be increased. The cars will be sent direct to the parking space as each train arrives.

D. D. Flinn

As an instance of the service which the Illinois Central System will give its 4-day guests, it may be noted that Poydras Yard practically



Floor plan of the clubhouse to be built in Warehouse No. 3.

adjoins the Illinois Central's New Orleans Hospital, and medical services will be at the call of the guests at any time.

It is a big project, but something like it was needed to assist New Orleans in the gigantic job of caring for the crowds that are expected. It is believed that the Crescent City will have more than 30,000 visitors, and it cannot possibly stretch its hotel capacity to care for that number. Something had to be done, and the Illinois Central System came forward with its plan for helping out.

Considerable Outlay Is Involved

The Illinois Central System will spend about $65,600 in building its miniature city. More than half that amount will be reclaimed through the salvage of materials used, but the outlay will give an idea of the size of the project.

It would seem that rates considerably in advance of regular hotel rates would be needed to care for the expense, but that will not be the case. In arranging for the project, the Pullman Company has agreed to furnish its sleeping cars to the visitors at the rate of $54 a day for each car, from the time it picks up its guests until it sets them down again at home. While the cars are parked in the Illi-

Exterior (top) and interior (bottom) views of Warehouse No. 3, as it appeared March 11.

nois Central's little city, the railroad will charge $12 a car a day. The total cost, prorated among the occupants of the cars, will make a rate of not to exceed an average of $2 a day.

Superintendent J. W. Cousins is in direct charge of the work of laying out the Illinois Central's modern hotel-city. Roadmaster J. E. Rogan and Assistant Engineer H. E. Chalstrom, with the co-operation of the heads of the various departments on the New Orleans terminal division which are involved, have drawn the plans, and to them has fallen the construction feature of the work. M. A. Smith, supervisor of bridges, buildings and water service, arranged for the water supply and sanitation. Master Mechanic E. C. Roddie and District Foreman J. N. Chapman have as their problem supplying heating for the cars and clubhouse, and keeping the tanks in the sleeping cars charged with water pressure. E. W. Jansen, electrical engineer, handled the electrical problem, which is being carried out under the direct supervision of D. D. Flinn, district electrical foreman.

The conclave will be a gala event. Twenty thousand Knights Templar are expected to be in line, in uniform, for the parade. Floats used in the Mardi Gras carnival this year will be called into service.

A 6-YEAR-OLD BANDIT

The following dispatch from Pana, Ill., dated March 7, recently appeared in the Illinois State Register of Springfield, Ill.:

The youngest hold-up woman in the world is at large in Pana today.

She held up the northbound Illinois Central passenger train at the union station here shortly after 5 o'clock Monday afternoon and made her getaway with ease, smiling at the crew and spectators about the station. She is believed to be about 6 years of age.

It was in this wise:

The train had started to pull out, Conductor Will Knowles having signaled his engineer, when the little girl came running down the brick platform in an effort to get aboard. Accommodating, as Illinois Central trainmen always are, the brakeman, seeing the child and reckoning that she wished to board the train, quickly jumped aboard, pulled the signal cord and stopped the train. Stepping lively aboard the train, the little tot requested that the brakeman "hold the train just a 'minute.'"

Imagine the surprise that the child gave the trainmen, including "Big Hearted Bill" Knowles, when she hastened down the aisle of the coach, kissed a relative good-by and then retraced her steps and alighted from the train.

Once off the train, the cherub smiled, thanked the trainmen and then hurried away, leaving the railway boys in a wave of wonderment on how she had "played them."

Conductor Knowles and his men didn't have time to say a word. Realizing that the child had put it over them, they simply smiled, signaled the engineer to go ahead, climbed aboard and were off for Decatur.

42 YEARS OF SAFETY

J. H. Enright

The maintenance of way department of the Springfield division is not alone in having section foremen who have served the company long periods without accident, as noted in the September issue of this magazine. Herewith we have a photograph of Section Foreman J. H. Enright of El Paso, Ill., Amboy district, Wisconsin division, who has never been injured in all the forty-two years he has worked for the Illinois Central.

Conductor Proves a Developer of Farms

William Trafton of Canton, Miss., Improves All He Handles, and His Sweet Potatoes Win Wide Fame

MOST employes in the train and engine service have their runs so arranged as to give them frequent lay-overs of twenty-four hours or more, usually in the towns where they live. The problem of how that extra day shall be spent is often the deciding factor in a man's life. Shall it be spent in loafing, in playing pool with the boys down at the corner, or shall it be spent in some occupation that makes the man a better citizen?

Conductor William Trafton has found good use for the extra day that he spends in his home town of Canton, Miss., a use that has brought him profit with the passing years and has been a genuine contribution to the community. Conductor Trafton is a practical farmer. He has made farming, and trading in farm lands, pay, and he has left each farm he has owned in better condition than when he took it over. He is a breeder of purebred stock, and the sweet potatoes he raises are famed up and down the lines of the Illinois Central System for their luscious sweetness.

Began Railroading at Age of 17

Mr. Trafton was born in southern Illinois. His father, Dr. G. W. Trafton, was a lieutenant-colonel of cavalry in the Federal Army during the Civil War, and at one time his regiment was encamped at Canton, Miss., his son's present home. The son began railroading when he was 17 years old, as a brakeman on the Wabash between Cairo and Carmi, Ill. Later he went to the Cairo Short Line, which is now a part of the St. Louis division of the Illinois Central. For two years he dropped out of railroading and ran a flour mill, but in 1894 he returned to railway service as a brakeman at McComb. For two and a half years he ran as a brakeman on the local freight between McComb and Hammond. In 1897 he was made a freight conductor on that same run, and twelve years ago he was promoted to passenger conductor, at which time he moved to Canton. His present run is on the New Orleans Special and the "Merry Widow," between Canton and New Orleans.

Tripled Price of First Farm

Farming possibilities led Mr. Trafton to locate in Canton, which is the county seat of Madison County. He had been brought up on a farm in southern Illinois, and he had always wanted to lead a farmer's life. When he went to Mississippi, he had saved up $1,800 for investment, and by the time he got ready to buy

William Trafton of Canton, Miss.—at left, as citizen; in center, as farmer; at right, as conductor. The center view also shows Martin, the sweet potato expert, and two Duroc-Jersey pigs.

Before and after Conductor Trafton takes a farm. Photographs from a road which bounds the Trafton farm. On the left, portion of original farm retained by former owner. On the right, portion purchased by Mr. Trafton.

a farm he had added another $200 to that sum.

The year he went to Canton, which was 1910, Mr. Trafton bought a 360-acre farm six miles southeast of the town for $4,140. He had only $2,000 to pay down on it, but he backed his judgment for the balance. He had that farm seven years. From a small start he built up a fine herd of Hereford cattle. He purchased a registered bull calf for $100 and bought twelve Hereford cows on the market at 6 cents a pound. When he sold out in 1917, he was able to dispose of the bull for $250, and the rest of his herd as well brought fancy prices. The farm itself he sold for $14,500, or more than three times the purchase price.

The year he sold his 360-acre farm, Conductor Trafton bought a 120-acre farm adjoining it. He paid $840. In a few weeks he sold it for $1,800. Immediately he purchased a 340-acre farm twelve miles northeast of Canton for $3,400. It went through the course of improvement which Mr. Trafton gives every farm he owns, and the next year he sold it for twice what it cost him.

For two years Mr. Trafton confined his farming activities to his place in town, but in 1920 he bought a 200-acre farm just half a mile from Canton, and it he still owns. He repaired and rebuilt his negro tenant houses, built fences, cleaned out the fence rows, used a little paint, and in a short while he was offered $4,000 more for the place than he had paid for it. But he doesn't want to sell—just yet, at any rate.

Noted for His Sweet Potatoes

When Conductor Trafton began farming his present place he obtained as a tenant an old negro who, he claims, is one of the best authorities in the country on sweet potatoes. Martin, the negro, was born in slavery, and he has grown up with the South. His information on how to grow the big luscious yams that tickle the palate is a combination of folklore and experimenting.

Two years ago Mr. Trafton began to grow yams. He obtained his first seed from Porto Rico, and Martin was given instructions to show what he could do. He did so well that Conductor Trafton disposed of the entire surplus of his first-year crop, about 100 bushels, to the Illinois Central dining car department. Last year the surplus amounted to about 150 bushels. Patrons on our dining cars, eating those yams, have begged the stewards for the name of the producer, and Conductor Trafton has received letters from all over the United States calling for the fine yellow Porto Rican yams that Martin grows. This year Mr. Trafton hopes to produce enough to supply all the needs of the Illinois Central diners.

Drawing the breaking plow is no task for this trio of Missourians.

with some left to send to those who call for them.

How Martin Raises the Yams

There's no use in keeping Martin's plan of growing yams a secret, however. In the first place, you've got to have a dark yellow clay soil, like that in Madison County. The thinnest yellow clay is the most preferable. Cowpeas should be grown the year before, to supply the ground with nitrogen. After the cow-pea crop has been gathered, the land should be plowed under in the fall. In the spring a "middle-buster" is used to open furrows, in which the fertilizer is distributed. The fertilizer is made up of equal parts of cotton seed meal and acid phosphate, and it is used 600 pounds to the acre. When it is distributed, a breaking plow is run between the furrows to build up a ridge, which is then harrowed, and on which the plants, after being daubed with mud, are set out.

Some people believe yams should be taken out of the ground before frost, but that's all wrong, according to Martin. The grower should wait for the first frost, for that puts the sweet flavor in them. But after the frost they should be harvested immediately, before the rain strikes them.

Of course, after the yam is harvested there is a lot in knowing how to prepare it for the table, and that's where Mrs. Trafton comes into the story. The conductor's wife consented to give the *Illinois Central Magazine* her best sweet potato recipes, and here they are:

Three Dishes Worth Preparing

Baked sweet potatoes—Select medium-sized yams. Wash and dry them with a cloth. Then with a mop grease the potatoes with lard until they are well greased. Bake in a moderate oven one hour, or until they are soft.

Sweet potato custard pie—For two custards, use five eggs. Beat the yolks until very light, add one cup of finely grated sweet potato, two cups of hot milk, one cup of sugar and the whites, well-beaten. Flavor with nutmeg and all-spice. Bake in a crisp crust in hot oven until well set. Be careful not to burn.

Sweet potatoes en casserole—Take three medium-sized potatoes well baked. Melt together one-third cup of butter and one-third cup of water, and add one-third cup of sugar. Slice the potatoes in the casserole and pour the mixture over them. Add a few whole spice and bake twenty minutes.

Mr. Trafton is planning now to build up a herd of Duroc-Jersey hogs. He now has a couple of fine registered female pigs, and they will be crossed with a registered boar. His pigs are of the Enochs strain, from Fernwood, Miss., the farm recently purchased by John Borden of Chicago.

Sees Possibilities of Country

Conductor Trafton has made a success of dealing in farm land, but he has not been a speculator. Each farm has been wonderfully improved by a thorough dressing up, the rotation of crops, and the introduction of other modern farming methods. He declares that if he had backed his judgment on the potential value of farm lands and speculated, with the backing that he could get, he would be a millionaire now.

Mr. Trafton is enthusiastic over the possibilities in farming for energetic young men in Madison County. Even with the increase in land values during the last few years, farm lands in that section are cheap. A person who will care for the land will find the clay soil of North Mississippi unexcelled in productiveness, according to Mr. Trafton. Although in the cotton belt, small grains can be grown in abundance. The luxuriant growth of grasses supplies excellent grazing lands and meadows. The weather is not rigorous, and the problem of shelter is comparatively simple.

But it takes energy to win the battle, at that. Mississippi will produce a living for a lazy man, but only a man with energy and enthusiasm will make farming in Mississippi pay. Conductor Trafton has those attributes.

THE R. I. P. R. R.

A sufferer who lives close to a railway yard in the suburbs wrote the following to the railway company, complaining about the racket:

"Gentlemen: Why is it that your switch engine has to ding and dong and fizz and spit and clang and bang and buzz and hiss and bell and wail and pant and rant and howl and yowl and grate and grind and puff and bump and click and clank and chug and moan and hoot and toot and crash and grunt and gasp and groan and whistle and wheeze and squawk and blow and jar and jerk and rasp and jingle and twang and clack and rumble and jangle and ring and clatter and yelp and howl and hum and snarl and puff and growl and thump and boom and clash and jolt and jostle and shake and screech and snarl and slam and throb and crink and quiver and rumble and roar and rattle and yell and smoke and smell and shriek like hell all night long?"

The "Little J" and the Railway Problem

Need for Studying the Situation Is Shown by V. V. Boatner, Former Memphis Division Superintendent

The following remarks are from an address made by V. V. Boatner, president of the Peoria & Pekin Union Railway Company, before the Optimist Club at Peoria, Ill., February 28. Mr. Boatner, formerly superintendent of the Memphis division of the Illinois Central System, left our service less than a year ago.

DOWN in Mississippi is the city of Natchez, at the end of a short railroad called the "Little J." This line is a branch of the Illinois Central System. The people of Natchez are somewhat pretentious in their inclinations and travel extensively. After their journeys up through this section of the country, they returned from Chicago on the Panama Limited to Jackson, Miss., where they connected with a train on the "Little J" for Natchez. This branch-line train consisted of old style non-vestibule coaches, and sometimes freight cars were added to make the trip more comfortable. Five or six hours were consumed running the hundred miles from Jackson to Natchez.

This method of travel grew so irksome to the good people of Natchez that they delegated one of their principal bankers to call upon the officers of the Illinois Central with a view to securing an all-steel vestibuled train with a parlor car and a shorter schedule for the train on the "Little J" which connected with the Panama Limited at Jackson.

In placing his case before the management of the Illinois Central, the banker from Natchez remarked: "We ride the best train in the world—the Panama Limited—from Chicago to Jackson, where we are forced to get on an antiquated, jerkwater outfit and are immediately precipitated from affluence to poverty."

Railroads' Darkest Year Was 1921

In this period of transition, many lines of business endeavor have got back on the "Little J." The railroads of the country have fared no better than other enterprises—in fact, they never did get off the "Little J." With the largest gross revenue up to that time, received in 1920, the net earnings from operation were $62,000,000—and that was after receiving $64,000,000 from the government for back mail pay which had accrued in previous years.

Nineteen twenty-one was, without exaggeration, the darkest year in the railroads' history. It is estimated that the net revenues were about six hundred million dollars, which is less than 3 per cent return upon the valuation fixed by the Interstate Commerce Commission and is not sufficient to meet fixed charges and rentals, to say nothing of payment of dividends. It is needless to say we were glad to see the tail-lights of 1921, with its long train of struggle and economic tragedy, pass around the curve and into the realm of forgetfulness.

The gross revenues of the railroads in 1921 were about twice as great as in 1916. The public paid that much additional for its transportation. Notwithstanding this fact, the railroads failed to earn their fixed charges. It naturally followed, on account of the adjustments taking place, that the public began to complain of the excessive cost of transportation and to demand reductions in rates.

The railway situation, on account of staggering operating costs, was so critical when the carriers were returned to their owners that the Interstate Commerce Commission found it necessary to increase the rates in August, 1920. Deflation had already begun. This additional burden upon the public was made more and more difficult to carry as the deflation process continued. There was a heavy reduction in traffic which seriously curtailed the revenues of the carriers. At the same time, demands for rate reductions became more insistent.

Are Freight Rates Too High?

Going back to the 10-year period from 1890 to 1899 inclusive and taking the average freight rate and average wholesale prices for that period as 100, we find that by bringing this comparison down to July, 1921, the advance in freight rates occupied the following ratio to the wholesale price on the following commodities:

Average rate per ton mile	149
Average wholesale price of:	
Farm products	189
Food	184
Clothing	222
Fuel	261
Metal and implements	160
Lumber and material	304

Drugs	202
House furnishings	277
Miscellaneous	204
All commodities	200

It can be seen from these comparisons that, relatively speaking, the freight rates have not advanced by any means out of proportion to the advance in wholesale prices on most items that go into the cost of living. In fact, the advance in rates has been less than that of any other item of expense.

Not so long ago, a great deal was seen in the papers on the theory of relativity by Doctor Einstein. Possibly many of us have not given enough consideration to Einstein's theory that everything is upon the basis of relativity. It would appear that it is not an unfair basis upon which to pass judgment. Under the pressure of regulation and public sentiment, freight rates decreased in the 17-year period ending in 1917 from the 100 basis of 1900 to 85, whereas the wholesale prices of all other commodities, as well as wages, vastly increased; only since 1917 have rates been advanced to their present relative position.

Railway Development Too Slow

During the 17-year period, 1905 to 1922, which embraces the years of drastic railway regulation and unremunerative rates, the price of railway securities has continued to decrease, resulting in a continued curtailment in development and expansion of the carriers' facilities up to 1921, when securities were at their lowest ebb and when more mileage was abandoned than built, 1,500 miles having been discontinued and 405 miles constructed.

In the 5-year period from 1917 to 1921 inclusive, the mileage of railroads abandoned in the United States amounted to 4,989 miles. Secretary of Commerce Hoover, testifying befor the Interstate Commerce Commission recently in connection with its inquiry as to proposed reduction in rates, made this statement: "We must add at least 120,000 cars and 2,500 locomotives annually to our equipment. Since we entered the war in 1917, we have constructed at least 10,000 miles of railroad, 4,000 locomotives and 150,000 cars less than should have been constructed to meet our increasing population."

I think that everyone, including railway officers, will concede that rates are too high under present conditions. With farm products back to pre-war prices and prices of many other commodities very much reduced, present freight rates, without question, are an oppressive burden on some commodities and have resulted in moving the farms of Illinois 700 miles farther from the seaports than they were when prices of products of the farm were previously at their present figure.

Effect of Rates on Farming

The grain markets of the world are in Europe, and we must compete with other countries in getting our grain to those markets. The farther away we remove our farms by increased costs or otherwise, the more disadvantageously we are located in the competitive field. It cannot be conceded, however, that all of the ills that have befallen the farmer are attributable to the high freight rates. Much has been said about corn being burned in Iowa and other Western states on account of high freight rates. On May 8, 1920, wheat sold for $3.07 a bushel on the Omaha Board of Trade, and on November 4, 1921, it sold for 98 cents a bushel, a difference of $2.09. Between May, 1920, and November, 1921, the freight rate on wheat for export from Omaha to New York had increased only 2⅝ cents a bushel, and from Omaha to New Orleans only 2 7/16 cents a bushel. On May 15, 1920, corn sold for $2 a bushel on the Omaha Board of Trade, and on October 14, 1921, it reached a low mark of 35½ cents, a difference of $1.64½ a bushel. Between May, 1920, and October, 1921, the export freight rate on corn, Omaha to New York, increased only 2⅛ cents a bushel, and from Omaha to New Orleans the export rate increased only 2⅜ cents a bushel.

A study of the chart of prices of farm products shows that changes in freight rates have a neglible effect upon the upward or downward movement of prices. When rates were increased in June, 1918, under the authority of the Railroad Administration, the increase came at a time when the price line was moving upward, and it continued to move upward. It so happened that the rate increase of August, 1920, came at a time when the price line was pointed downward, but it cannot be said that the rate advance accelerated the downward movement any more than it can be said that the increase of June, 1918, accelerated the upward movement. Obviously, therefore, the reason the farmer is receiving pre-war prices for his product is not on account of increased freight rates.

The American Farm Bureau Federation estimates that on November 1 corn stocks totaled 3,452,000,000 bushels, not counting that stored in country mills and elevators. This is 370,-

V. F. Boatner

000,000 bushels more than ever were consumed and exported in any one year. Bringing the situation up to date, we have noticed corn and wheat have advanced in one day from 3 to 6 cents a bushel, which more than offsets the increased freight rate. Notwithstanding corn and wheat have increased in price since November from 15 to 40 cents a bushel, we have not jumped back into a prosperous condition.

Why Are Freight Rates High?

With the railroads earning less than fixed charges, to say nothing of dividends, it can hardly be said that their net earnings are too great, nor can it be said that Section 15A of the Transportation Act, which so many organizations and national representatives have advocated repealing, has wrought injury to industry. This section was a recognition by the Congress that the railroads were entitled to earn a reasonable return upon their investment, considered to be 6 per cent. It did not guarantee these earnings, nor have they been made. It did provide, however, that all in excess of that amount should be divided with or taken over by the government. It is the first time that the Congress has recognized that the railroads are are entitled to a specific return. Can it be expected that railway securities will be attractive to investors unless a reasonable return can be secured? There is no other source from which to obtain funds to improve property, purchase new equipment and make additions and betterments necessitated by an ever-increasing population.

Analyzing the disposition of the gross revenues of the railroads, we find that in 1921 more than 60 per cent was paid out in wages, 27 per cent for materials and 5 per cent for taxes, making a total of 92 cents of every dollar paid out in prices fixed by the government and by market conditions, leaving the small remainder of 8 cents to pay fixed charges and rentals. Nothing is left for dividends.

Should Rates Be Reduced?

With the present cost of operation, most of which is regulated by the government, and with less than fixed charges left for a return to carriers, it would appear an unwise policy for the Interstate Commerce Commission to reduce the present scale of rates. In the blanket increase, rates on many basic commodities were thrown out of line. Adjustments should be made and rates reduced on a number of these commodities. Thousands of reductions and adjustments have already been made by the carriers and are still being made as fast as conditions will permit and they can be satisfactorily arranged.

To reduce the whole structure of rates under the circumstances that have been indicated—particularly those prevailing in 1921 and from which we have not advanced very far—would only accentuate our economic troubles. The railroads are our biggest industry. Next to agriculture, they are the largest purchasers of supplies. Lack of adequate purchasing power prevents them from launching into large projects of improvement and making heavy increases in equipment necessary not only to carry on the present commerce of the country but to provide for the increase certain to come with improved conditions. Secretary Hoover, before the Interstate Commerce Commission recently, made this statement: "One thing is absolute—our transportation facilities are below the needs of our country, and unless we have a quick resumption of construction the whole community, agricultural, commercial and industrial, will be gasping from a strangulation caused by insufficient transportation the moment our business activities resume. Few people seem to realize the amount of expansion in our transportation machinery necessary to keep pace with the growth of the country. And an

equal few seem to have any notion of the price we pay for not having it."

An Antidote for Unemployment

If all the necessary improvements and the required expenditures therefor could be made upon the railroads today, the unemployment situation would soon become a very small factor in this country, if it would not entirely disappear. Hundreds of thousands of men would be put to work, not only in the railway field but in every line of endeavor, which would have such a far-reaching effect that a materially increased market for farm products would result.

There is no loss so irrevocable as idle shops and idle men. Today we have both. There is nothing that will so quickly start the springs of business and employment as an immediate resumption of construction and equipment of railroads. A billion dollars expended at this time on American railroads would have a more beneficial effect upon the business of this country than several billion dollars lent to European nations for reconstruction purposes.

To decrease rates under such conditions would inflict an irreparable injury to the transportation lines, which are the arteries through which our commerce flows. In other words, we would have a case of hardening of the arteries, considered a rather dangerous malady. It resolves itself, therefore, into a matter of reducing operating costs in order not only to improve the present situation but to allow necessary adjustments of rates upon certain commodities.

Since a greater portion of railway operating cost is fixed by the government through its Railroad Labor Board, and rates are fixed by another governmental body, the Interstate Commerce Commission—both public bodies, but independent of each other—it would appear that the logical course would be to place the matter before the cost-fixing body and not the rate-fixing body.

A Chance for the Public to Help

The entire railway situation is one in which the public is vitally interested, yet one about which the public generally is not sufficiently informed. Since governmental or public bodies are regulating the income and also the expenditures of the railroads, the time has come when the public must take a greater interest in what is taking place, if the public interest is to be properly conserved. In other words, the interest of the public and of the transportation lines is so closely allied and interwoven, and the condition of the railroads has such a marked bearing on the prosperity of all other enterprises, including agriculture, that the necessity for close co-operation and better understanding is clear.

I am not like the man from Minneapolis, who started off light blue, turned dark blue and closed with jet black. Quite to the contrary. I believe we are standing at the gray dawn of a better day. Business is improving. There have been more cars ordered by the railroads in 1922, so far, than there were in the entire year of 1921. It is reasonable to expect a slow, but continued, improvement in the already improved conditions, but we must not lose sight of the fact that there are many obstacles in front of us, and we must all work together if we expect to attain the end desired.

In a town in New England, on a little farm, two boys were reared. One was of a studious nature; the other, adventurous. The studious lad went to a seminary and became a minister. The adventurous boy went to sea as a sailor and sailed the seven seas. Finally, desiring to visit his brother at the little town in New England where he had settled, the sailor decided to return. As a remembrance of some of his trips, he decided to bring something back to his brother. So he obtained a parrot, as he thought it would be of interest, and started off for his brother's home. After the usual salutations were exchanged, the sailor brother said, "I have brought you a present, one I thought would be of interest to you."

His ministerial brother inquired what it was, and the sailor told him it was a parrot. The minister said, "I have one, given me by one of my parishoners."

The sailor was somewhat disappointed for the moment; however, he said, "Bring out your parrot, and let's see what they say to each other." This was done.

The minister's parrot sidled up to the sailor's parrot and said, "What shall we do to be saved?"

To which the sailor's parrot instantly replied. "Pump like hell, or we'll all go down."

Good Work

To Our Contributors: The response to our appeal for earlier submission of material for the magazine brought nearly everything needed for this issue into the office by March 15. This co-operation is appreciated. Please bear in mind and tell others that the deadline from now on is the 15th of each month.

How to Put the Hot Box Out of Business

Detailed Instruction of All Employes Involved Proves Successful on the New Orleans Terminal Division

"As for the New Orleans terminal, the best advertisement for our efficiency in the handling of hot boxes is gauged by what we can do and are doing," writes Mr. Chapman. "The general instructions, as compiled and issued by our superintendent of motive power, are being complied with. During October there were forwarded from the New Orleans terminal approximately 10,200 *cars. Of this number, the records show we had eight reportable hot boxes, giving us a percentage of* .0007; *in other words, only one car ran hot out of every* 1,274 *cars dispatched from the terminal."*

By J. N. CHAPMAN,
District Foreman, New Orleans, La.

THE proper execution of certain kinds of work is effected by some harmoniously and without apparent effort, while others bungle about everything they undertake. The difference lies in the forethought given the proposition and the manner in which it is undertaken.

Practically everything has been done to expedite car movement; yet we are still confronted with our common enemy, the hot box. When we take into consideration all the facilities provided, the supervision given, the tools furnished, proper instructions as to method distributed, the best of material used, etc., and we still experience trouble, we must admit on the face of it that the project is a large one to analyze, if we are to determine the causes and effect the remedy.

What a Hot Box Is

The hot box has been a common subject for discussion throughout the history of railroading. Various remedies have been advanced, some theoretical, some practical, but the majority of discussion so far has been based on cases that have already happened—"post mortem." In discussing the hot box we should first endeavor to determine its indentity and how it is caused.

The identification of a hot box really needs no discussion, and the causes are numerous. Summing up the various causes we find a hot box is due directly to the accumulation of more heat than the journal or journals can radiate. In other words, the degree of temperature of the journal is caused by friction. Friction is the force that acts between the journal and journal bearing. The generating of heat is governed mostly by the speed of the car or locomotive and the quality of lubricating oil; the attention received at the last inspection point is also a strong factor. It is assumed that the inspectors and carmen thoroughly understand the instructions pertaining to the packing and care of journal boxes, but to refresh our memories we will revert to the beginning.

J. N. Chapman

How Waste Is Prepared

For the care of journal boxes the company furnishes two grades of waste, which are carried in stock by the store department: namely, wool and cotton. Wool waste is of a very high grade, and its use is confined to the packing of locomotive driving boxes, engine trucks, tender trucks on high-class engines and passen-

ger train cars. Cotton waste is a less expensive grade, and its use is confined to the packing of journal boxes on freight train cars and tender journal boxes on switch locomotives.

In preparation for use, both wool and cotton waste are separately put through the soaking vat and made ready. After being in service a while both grades can be reclaimed, and it should be borne in the packer's mind at all times that, when removing waste from boxes, he should exercise the utmost care to avoid throwing the old journal packing on the ground, where it will accumulate foreign particles. Instead, the packing removed should be placed in a receptacle and turned over to the attendant in the soaking vat room. Here the old packing removed is hand picked and thoroughly gone over for any foreign matter it may contain. It is then made ready to undergo the resoaking process, similar to that of new waste. All waste, after being in the soaking vat approximately forty-eight hours, is placed on draining rack for twenty-four hours and is then ready for use.

Packing the Journal Box

The packing of the boxes, or the manner in which the "dope" is applied to the box, has been discussed so often and the men in the train yards and repair tracks have been instructed so often that it is taken for granted that all understand the principle. In fact, the standard instructions of our road cover the matter so fully that proper compliance and insistence that these rules be compiled with should suffice.

We should bear in mind at all times that under no condition must the journal box be packed too tightly, and not to exceed in height the center line of the journal. The packing of any journal box with an overabundant mass of packing is not only derogatory to good practice but also wasteful.

Periodical inspections and surprise tests should be encouraged and kept up at all times to ascertain if journal boxes are receiving constant attention from oilers and repairmen. We should also embrace in these checks the inspection of the tools the men are using, to know that those using them are properly instructed in their use, as it is the consensus of opinion that proper inspection and proper attention will practically eliminate hot boxes on any railroad. If the inspectors and yardmen and oilers are negligent and we have an abundance of hot boxes, we could safely say that at least 90 per cent can be traced to inattention.

Some Causes of Hot Boxes

The practical man, in the study of hot boxes, can readily see that there are two classifications of hot boxes: First, the boxes that run hot and, after attention, give no further trouble; second, the boxes that run hot, receive attention and continue to give trouble. Analyzing the two classifications, we will enumerate some of the principal causes of each:

First:

Too much packing crammed into the boxes.

Boxes improperly packed, or insufficient packing.

Packing glazed over with journal compound or common soap.

Damp packing, indicating water has been used in the box.

Evaporation of oil, leaving the packing dry.

Packing not in contact with journal.

Second:

Cut or rough journal.

Burst brass.

Bent journal.

Imperfect journal, not being true and worn tapered.

Use of improperly fitting brass.

Use of improperly fitted wedge.

Use of wrong brass.

Loose trucks or those out of square.

Cast steel or fabricated truck sides sprung out of line.

Overloading of equipment.

Real Inspection Needed

From the classifications above there can be no doubt that the defects should have been detected by ordinary inspection. The term "inspection" does not mean merely a passing glance is sufficient. It means that box lids must be raised and a careful examination made of all conditions. If any defects as set forth in the two classifications above are noticed by our inspectors and oilers and the correct remedy applied, a big decline in the number of hot boxes will be noticed shortly.

Too much stress cannot be laid on the interchange inspection. On the shoulders of the interchange inspector devolves a greater responsibility regarding hot boxes than he probably imagines. To a great extent it is in his power, and it should be his duty, to take in hand production of adequate returns for his monthly compensation and not sit calmly by and let bad conditions develop. To obtain

higher efficiency, all inspectors, yardmen and oilers should feel that on the interchange, train yard or repair tracks they are the doctors and the attention given should be paramount. When they have done their duty, and done it well, they will naturally enjoy the satisfaction of knowing they have done their best.

Plenty of Time for Care

The average mileage of a freight train car throughout the day or month is rather small, and this affords a great opportunity for closer inspection and greater efficiency in maintaining journal boxes in good condition at all times. Repair and rip tracks are maintained at nearly all junction and division points. When cars arrive at these points the time is most opportune for replacing missing box lids and missing dust guards, detecting defects in the trucks, etc., and all should be attended to. By this action the reportable number of hot boxes on these divisions will be lessened to a very marked degree.

We frequently find cars coming into the train yards with what is commonly termed among our carmen "over-running heat," and the question has often been asked what degree of temperature constitutes a hot box. We think it safe to say that on freight and passenger trains the normal condition is from 100 degrees to 130 degrees. If the temperature of the box appears greater, the inspector or oiler should look for the cause. Not only do we find in our train yards the journal box packing "dry" but we see reports filed by the conductors and brakemen that the hot box was caused by "dry packing" in the box.

A Result, Not a Cause

The impression prevailing that a hot box is caused by "dry packing" is erroneous and should be corrected for this reason: The finding of "dry packing" in any journal box was not the cause for the heating, but was entirely the opposite—the result. The packing was "dry" when discovered; consequently, the journal was hot. Some condition had taken place on the car in transit to cause the box to heat. In heating it caused the lubricant to vaporize or evaporate, leaving "dry packing" in the box. It seems to be an unwritten law prevailing among all, especially the trainmen, that the more packing crowded into a box, the better it will run. We have already said that a box should never be packed above the center line of the journal and not too tightly. Common sense teaches us all that any journal

The New Orleans terminal division presents herewith photographs of the members of its efficient hot box committee. Left to right: J. D. Ernst, chief car inspector; Joseph Ernst, assistant general car foreman; F. C. Nodier, assistant general yardmaster. These men have done excellent work in eliminating causes of hot boxes, and the results are apparent in the substantially decreased number of hot boxes on cars moving out of New Orleans.

box crowded too full of packing will hold the heat that is generated from the journal and at the same time will exclude the air from reaching the journal.

A very noticeable first aid is the use of foreign compound, such as crank pin grease, journal compound, common soap, etc. We will admit that any of the above will lubricate at a temperature exceeding that which can be reached by oil; unless, however, their presence in a journal box is noticed by the inspector or oiler or reported by the trainmen at the terminals, it will cause us trouble later. The melting of the substance will form a glazed surface over the packing, which will totally destroy the capillary attraction of the waste.

Never Use Cold Water

While the practice has not been noticed, nor do we know it prevails, we should at all times discourage the use of cold water in cooling down journals on cars and locomotives. If a journal has heated to such a degree that it is necessary to give immediate attention, we know full well that the heat has penetrated through the entire journal. Throwing cold water on the outside of a hot journal causes a sudden chilling of the outside surface which will be unequal to the heat that is contained on the interior of the journal; consequently, the unequal contraction in all likelihood will cause "water cracks." Unless these cracks are noticed, they will irritate any journal bearing applied to the box, causing hot boxes and possibly the burning off of the journal.

The selection and the application of journal bearings should receive close attention from those applying them. Both repairmen and inspectors, in selecting the bearing, should "sound out" or test each one to determine whether or not the lining is loose. In making ready to apply a journal bearing they should be careful to extract the old packing. They should do this, if possible, before the wheel is jacked up. The new bearing to be applied, wherever possible to do so, should first be placed on the journal and then the wedge, to be sure that both fit. The journal should be oiled also. We have at times seen repairmen experience trouble due to the wheel's rising when being jacked. This could be easily prevented by the use of an ordinary wooden block placed between the top of the wheel and the sill of the car. The rising of the wheel might also be due to applying a brass on a sharp curve of track; consequently, wherever possible, use a straight track to prevent binding, etc. Repairmen whose duty it is to take care of these requirements should be provided at all times with a jack box, and care should be used in placing it on a good foundation.

Why Brasses Sometimes Fail

Our attention has often been called to the fact, and we have seen brasses removed on the repair track, with a lining cracked and portions of it flaked out. The great majority of these cases are brasses removed from boxes that have worn pedestals or columns. To be more exact, the lost motion between the pedestal face or column face of the box and the pedestal and column is so great that it allows the box to "cant." It can readily be seen that cracking of the lining is due to this condition, and it is evidently caused by the "springing" of the brass. In applying brakes on a car with journal boxes in the condition described, it becomes apparent that the wheel would have a tendency to "roll"; as the alloys in the brass contain more elasticity than in the babbit, it is indicative that the larger percentage of brasses found with cracked lining can be traced to such existing conditions.

Reviewing lightly the few principles discussed, we should become imbued with the thought that the first thing for any workman to learn is how to use and care for the tools with which he is entrusted and to thoroughly understand the various instructions issued for his guidance. Some workmen are naturally careful and apt in broadening their knowledge, while others are the opposite. The careful man makes the best workman and naturally gets the best advancement. In all walks of life it is the small things that count most, and, if we do not prove worthy in the small matters, we shall never have the opportunity of proving our worth in larger matters.

Personal Contact Proves Effective

One of the most essential qualities in establishing harmony, co-operation and their result, efficiency, is confidence. To gain this objective, essential to good operation, there is no better method than personal contact. The "personal contact" idea, getting out and talking to the men, was taught us by our master mechanic. Our efforts along this line produced good results on the New Orleans terminal. During the recent hot box campaign, this idea reigned supreme, and the hot box committee, chief inspector, foremen, in fact all of our efficiency force, talked personally to the men as to what could be accomplished.

The method devised on the terminal in our

campaign to eliminate hot boxes introduced nothing new. With the assistance of the hot box committee, plans were worked out and educational meetings conducted where the men were given practical demonstrations and talks. Diagrams showing the proper method of packing journal boxes and other exhibits which we considered incident to good operation were made. At the general car foreman's meeting, all sub and gang foremen were present, and the charts were exhibited and freely discussed. At the meetings with inspectors, repairmen, yardmen and oilers, the charts were again exhibited and hot box prevention explained and discussed. We realize to "overdo" anything is about equivalent to doing it improperly, and we have tried to refrain from overdoing, but at the same time to keep it constantly before our men and to obtain the desired results.

Committee Went Out in Yards

The hot box committee would visit all yards, day and night, talk to the men and go over some of their work. If the committee found a man a little out of line, he was properly instructed, and a book issued by our general superintendent of motive power, covering the packing and lubricating of cars, was given him. The committee also visited roundhouses and inspected tender trucks and boxes and conferred with the roundhouse foremen. A meeting is still being held once a month by the committee and is producing very good results. The success obtained is discussed at these meetings, which also consider boxes running hot out of the terminal since the last meeting and the reasons advanced, pro and con. The exhibits, which will be discussed later, are always shown and proper methods explained. Likewise, personal injuries, fuel economy, damage to equipment, etc., are touched upon. One of the recent meetings had an attendance of 107.

One of the best systems of keeping a line on hot boxes and tracing the individual responsibility was put into effect some years ago by our master mechanic, E. C. Roddie. The oiler in each yard, either night or day, is assigned a number; whenever he gives attention to the boxes of a certain car, the truck is properly marked with his number and the date. Should the box give trouble on the line of road, the conductor furnishes the master mechanic the oiler's number, and the matter is handled immediately for improvement. If the oiler's number is not shown, the individual car number is furnished and traced to the yard where it originated.

How Lessons Are Explained

In our hot box meetings, the illustrations governing the packing and care of journal boxes follow strictly A. R. A. and Illinois Central practice, and the exhibits used are for the sole purpose of educating the men so they can follow more closely the instructions. Before these exhibits are shown there is a discussion of the various methods of packing hot boxes, which are gone into thoroughly.

As introductory remarks, items pertaining to the packing of the boxes and the care of the box are thoroughly discussed: first, the preparation of the box for reception of the packing; second, the application of dust guards, bearing and the wedges; third, the care of journals not in service; fourth, assembling the parts; fifth, drawing the packing from the soaking vats, removing old packing from boxes and reclaiming the second-hand packing.

The proper method of packing is explained to the men as follows:

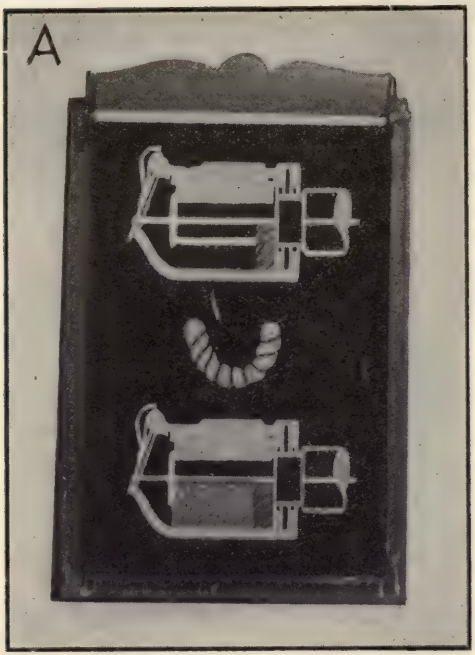
Clean off all scale, sand or foreign particles that may be in the box. The dust guards must be renewed on the replacing of new wheels. Special attention must be given to make sure that they are close fitting. Examination must be made of the packing and the wedge before application to see if the surface of the brass is smooth, clean and free from dirt. If the journal has been exposed to the elements for some time before being used, it may be cleaned with a scraper or a half-inch file. The use of emery paper or emery cloth must be discouraged at all times. A journal not in service and waiting to be used should be coated with a preparation to avoid rusting.

In assembling the parts for application, i. e., box, bearing, wedge, etc., make sure the brass has crown bearing and is not too tight on the sides. In other words, it should be free at the side of the journal. Before beginning operations, apply a heavy coat of oil to the face of the brass at the top of the journal.

After removing the old packing from the boxes, place it immediately in some receptacle and send it to the soaking vat room. It should never be allowed to lie on the ground or exposed so as to accumulate additional foreign particles. That only requires more work in the soaking vat room and adds to the matured deterioration of the packing.

Here are the exhibits we use to explain the proper procedure:

Exhibit A shows the roll before application to the box, the box with the roll applied and

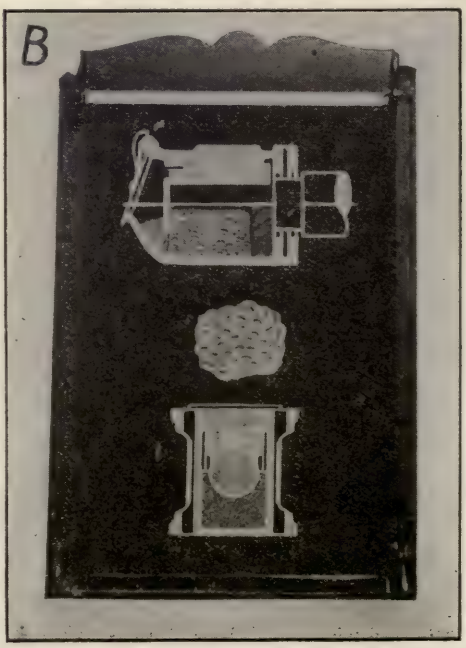


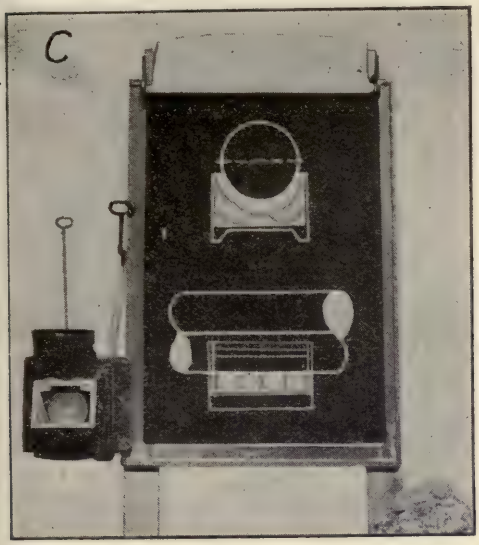
the box properly packed. After the men are instructed as to how to prepare the packing, the explanation leads up to the figures shown in this exhibit.

The portion shown in the center is commonly known as the "roll." It is approximately 3 inches in diameter and 12 inches long. It is twisted in the form of a firm roll and is placed at the rear of the collar, as shown at the top of the exhibit, and turned up at both sides of the journal. The roll is generally squeezed moderately dry and packed tightly around the back end of the box, not only to exclude dust that might work in but to prevent oil from working out through the dust-guard openings. To save time on the repair tracks, it is a good idea that rolls be made by the soaking vat attendant and kept in stock until needed.

After the roll is in its position, the space underneath the journal is next to be packed. The packing is placed underneath the journal firmly, but not too tightly, and must not, at any time, be above the center line of the journal, as is shown at the bottom of the exhibit. The idea in packing firmly underneath the journal is to avoid settling away. Loose packing on the side of the journal is encouraged in the belief that it avoids the wiping effect produced when it is pressed too tightly. Attention should also be given to the loose strands or ragged particles, especially on the sides. When a train is moving at a great speed, hitting low places in the tracks or cross-overs, there will be a tendency toward causing the brass to unseat itself momentarily, and loose particles or ragged edges will no doubt catch underneath the brass, causing what is known as "waste-grab" and resulting in having the box run hot.

Attention is directed to what is commonly called the "end swab." The top of Exhibit B shows the box properly packed; center, the swab; bottom, a sectional view. Placing the swab is practically the last operation in the proper packing of journal boxes, and it absolutely should not have any connection whatever with the packing underneath or on the side of the journal. The swab lubricates but very little. It is not applied for lubricating purposes. Its prime function is to prevent packing on the sides and underneath the journal from working forward. Were it not for this swab the packing would work forward, leaving a space at the rear of the box without any lubrication whatever, and the box would eventually run hot. This defect could not be detected by ordinary inspection, unless the packing would be worked up by an oiler; however, whenever reworking or repacking the boxes, exercise care not to push the swab back under the journal or on the sides for lubricating purposes. Its duty on the end of the journal is in a way similar to that of the roll at the rear of box; it catches a good deal of grit and cinders that sift through the box lids. In packing the boxes a good packer or good inspector will never allow



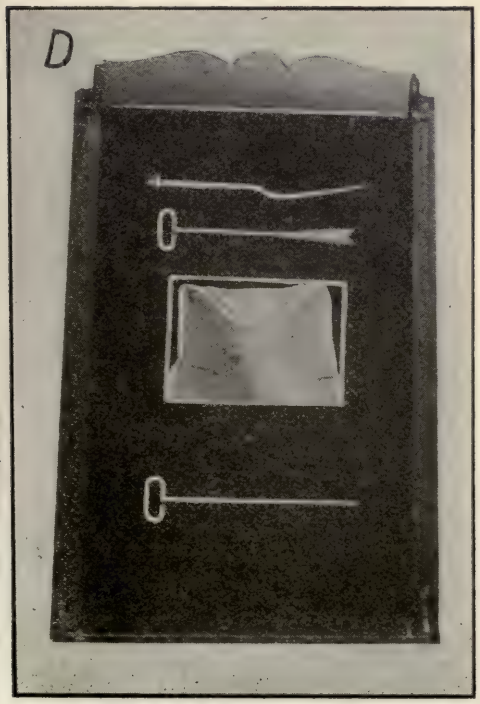


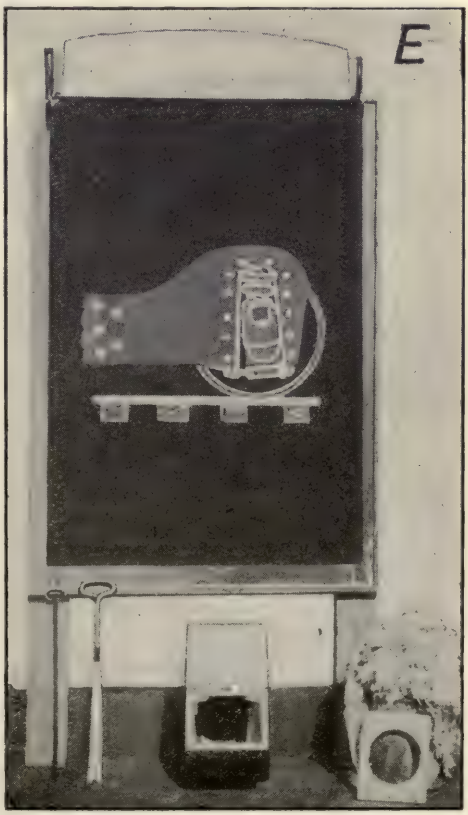
the packing or threads of packing to be hanging out in front of the box.

Exhibit C illustrates the correct manner in which engine trucks and driving boxes are packed. The packing used here differs from that used on freight train cars, as a high-grade wool waste is used in all engines, except switch engines, on which cotton waste is used. In the packing of engine trucks and driving boxes, freshly saturated wool waste is always used, arranged in accordance with the exhibit. Packing is placed in the cellars rather tightly to avoid the settling away, which would occur on account of the jarring effect of the engine in passing over the rail. The packing is placed cross-wise in the cellar in four distinctly formed sections to avoid what we term "waste-grab," similar to that in car journals. With these separated sections, the danger is diminished of having the packing drawn up between the axle and the brass. We always avoid placing packing lengthwise, as it is likely to roll.

Exhibit D shows the standard packing hooks and paddles and the proper manner in which packing tools should be manufactured. In the center of Exhibit D, we endeavor to show a sectional view of a journal "water cracked" due to the use of cold water on the exterior of the journal after it had become heated to a very high degree. This has been explained earlier in this article, and the exhibit is introduced in an effort to impress more strongly on all concerned the danger resulting from the cooling of hot boxes by water and failing to report the effects of emergency treatment.

Exhibit E is used to impress upon the yard-





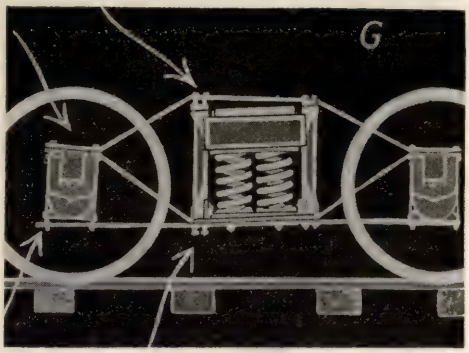
men, repairmen, etc., the necessity of eliminating excessive lost motion between pedestal faces and boxes. This exhibit has a two-fold purpose: first, to demonstrate more clearly that excessive lost motion between pedestal faces and boxes will cause the lining of journal bearings to crack and break, causing hot boxes; second, to impress upon all concerned the possibility of a break-down as reflected by a binder bolt's being broken, a condition which, if not corrected at once, would result in a serious derailment. Such conditions will cause any fabricated truck to fail sooner or later.

Exhibit F shows the models used for demonstration. The models in question are:

1 standard 5x9 journal box,
1 standard 5x9 journal bearing,
1 standard 5x9 dust guard,
1 standard 5x9 journal,
1 wedge.

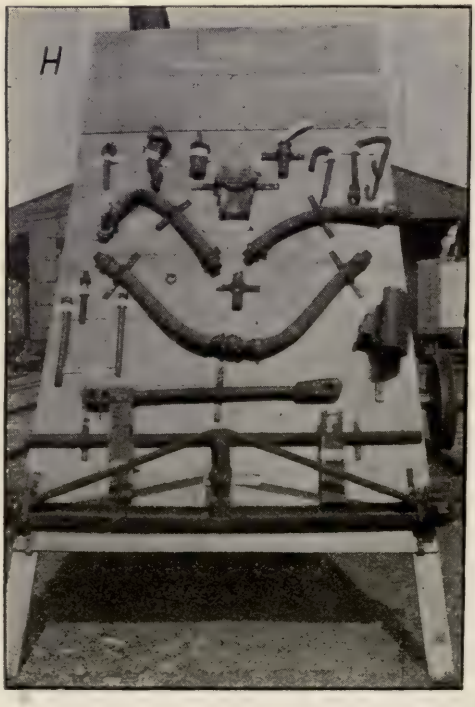
These models are constructed of wood. Practical demonstrations are held with them when the occasion arises. We have one of the men called out at the meeting and ask him, before those assembled, to pack the box as he would in the yard, explaining in detail the operation. Should he err any way, it would be detected. These models were used for demonstration at various meetings conducted by the hot box committee and monthly meetings conducted by the general car foreman and his assistant, and we believe much good has resulted from their use. They are not used to excess but only often enough to keep the interest of the men from waning.

Exhibit G does not come under the head of hot boxes, but is introduced to give further information as to the methods used to educate our men and enlighten them on all things pertaining to good operation in which they are



vitally concerned. By this exhibit we endeavor to impress upon the men the vital necessity of closer inspection of loose box bolt nuts and worn bolt nuts, also missing nuts. The exhibit shown is a common arch bar truck as it would appear if column bolts or oil box bolts were allowed to run with nuts missing. The arch bars spring and ultimately break, causing delays to trains, damage to equipment and possibility of loss of life. While we have no figures to submit, it is safe to say that a great deal of the money spent on account of damage to equipment for 1921 can be traced directly to cars running with box bolt nuts loose or missing.

Exhibit H is used for educational purposes, explaining to the carmen what they can do by



close inspection to eliminate loss in fuel. On this exhibit we have endeavored to include all parts of a car that break and cause trouble on the line of road, resulting in delay to train and to business and in wasteful use of fuel. This exhibit, we think, carries its own message better than any remarks or explanation we could offer.

Made Test on Reclaiming Waste

Reclaiming journal box packing is one operation that is carried on extensively, as it saves considerable money for the railroad. To arrive at an idea as to what extent packing is reclaimed, a test was run on ten cars on the New Orleans terminal for the specific purpose of determining what per cent was matured deterioration and what per cent accrued deterioration. The test was as follows:

Ten cars, equivalent to eighty boxes, yielded 973 pounds of journal packing. After being hand picked and shaken out in the soaking vat room, there remained 896 pounds to be reclaimed. In other words, 77 pounds of the original packing pulled had reached the stage of matured deterioration; it consisted of foreign particles, sand, babbit pieces, lumps and other stuff foreign to good lubrication. This loss amounted to 7.9 per cent. The remaining 896 pounds were put through the resoaking and rewashing process in the soaking vat, maintaining approximately 70 to 75 degrees of temperature in oil all the time. After being allowed to soak approximately thirty minutes, the reclaimed packing was allowed to drain thirty-six hours. After this process was completed, there was an additional loss of seventeen pounds, which was attributed to sediment and foreign particles not brought out in the hand picking, but washed out in the resoaking process. This represented a loss of 1.7 per cent.

90 Per Cent Could Be Saved

By running this test we found that, in reclaiming the amount of packing we did, there was a grand total of 9.6 per cent attributable to matured deterioration in packing that could not be used and a total of 90.4 per cent accrued deterioration, packing which had never reached the stage of renewing but which could be reclaimed and was reclaimed by the soaking vat process.

As a closing reminder on the elimination of hot boxes, one of the most important features to be considered is periodical examination or inspection of boxes to know that waste or packing is firmly up against the journal, touching on both sides and at the bottom; however, the fact must not be overlooked that packing, even when in contact with the journal on the sides and bottom, may contain hard substances or have become glazed over by foreign particles. Detecting these things is incident to careful inspection.

In conclusion, I want to bring to your attention the fact that the management of our railroad looks to the shop and yard organization for the detection and suppression of hot boxes. It is in your power to eliminate this source of trouble.

SOME D. & S. C. HISTORY

A $1 demand note, which once passed as currency in and around Dubuque, Iowa, in the early days of the Dubuque & Sioux City Railroad, now the Illinois Central, was found some years ago in dismantling the old station at Earlville, formerly Nottingham, at one time the western end of the road. With it were found a great many canceled tickets, indicating that Nottingham at one time was the headquarters of a general passenger agent. This impression is confirmed by T. W. Place of Waterloo, Iowa, pensioned master mechanic, who was one of the first engineers on the Dubuque & Sioux City.

"A great many of these notes," writes Mr. Place, "were issued by the Dubuque & Sioux City Railroad for want of a better banking system on or about March 17, 1867. They were signed by James M. McKinley, secretary, and Edward Simpson, president. These notes were used as currency in and about Dubuque and were receivable for freight and passenger charges and also as salaries for the D. & S. C. employes.

"In this connection I remember, when the D. & S. C. was first opened for business, Dubuque to Dyersville, May 11, 1857, Charles B. Stow was appointed general ticket agent with headquarters at Dyersville. When the road was extended to Nottingham, eight miles, Mr. Stow was transferred to this station both as agent and as general ticket agent. This move was made so as to have a traffic man at the western end of the line. This will account for the large number of canceled tickets found in the station attic."

Has Our Steadiest Commuter Been Found?

Chicago Suburban Service Started July 21, 1856, and E. P. Buchanan Began Using It in January, 1873

THE Illinois Central suburban service at Chicago has a patron who has traveled five times around the world on our lines without leaving the city. That is, if Edward P. Buchanan, 4559 Lake Park Avenue, had stretched out his suburban service travels since January, 1873, along the equator east or west, he would now be completing his fifth tour of the world.

Mr. Buchanan is believed to be the most faithful patron that the suburban service ever had. Without getting out of sight of Lake Michigan at Chicago, Mr. Buchanan has traveled close to 122,700 miles as an Illinois Central commuter. This estimate is for forty-nine years of travel at an average of two trips a day for 313 days a year at an average of four miles a trip. This multiplies to 122,696 miles.

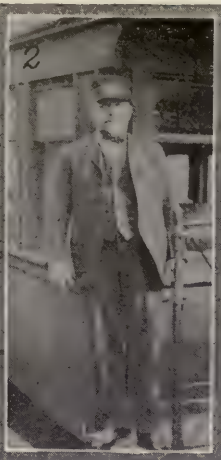
E. P. Buchanan

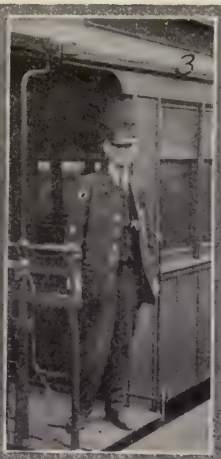
Started Using Service in 1873

Mr. Buchanan is a native of Chicago and has lived in the city all his life. His father came to the city in 1837 from Montreal, Canada. Up to the time of the Chicago fire (1871), the Buchanans lived on the West Side. Mr. Buchanan was in Chicago during the fire. He attended church that night. After he had gone home he saw the light from the fire and walked two miles and a half downtown to Adams Street and the river, and from that place he watched the fire. He could not get nearer.

In June, 1872, the family moved to the South Side, and Mr. Buchanan believes that it was in January, 1873, that he began using the suburban service. At that time the regular patrons bought quarterly commutation tickets,

Central Station When Mr. Buchanan Started Using It

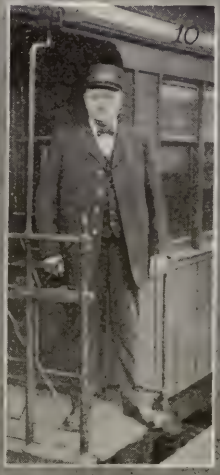




Conductors and engineers, date of entry into service: 1. R. G. Rinearson, August 6, 1882; 2. William Huggett, August 31, 1882; 3. Edward Murphy, December 11, 1882; 4. W. H. Gerry, June 6, 1883; 5. J. E. Zimmerman, December 26, 1883; 6. A. F. Pomeroy,

Suburban Service Veterans

November 10, 1885; 7. John Hall, July 17, 1886; 8. J. J. Moran, October 1, 1886; 9. P. Schlax, August 24, 1888; 10. Charles M. White, January 16, 1890; 11. E. Mertes, June 20, 1893.



which were used much as employes' passes are used now, the holder being entitled to as many rides as he wanted to take between given points until the date of expiration of the ticket. Mr. Buchanan paid $12 for his first commutation ticket between Randolph Street and Oakland, now 39th street. Later the price of the commutation tickets came down to $9.75.

Little Speed in the Old Days

It was just after the fire that the lagoon between our tracks north of Park Row and Michigan Avenue was filled in. Mr. Buchanan says that much of the refuse from the fire was used for this purpose. The trains then ran on the left-hand side, and the suburban trains used the regular passenger tracks. The running time then was much slower than at present. Mr. Buchanan says that he used to catch a train at what then was the 35th Street station, and if he reached 35th and Cottage Grove, two blocks away, when he could hear the train coming, he knew he could catch it.

Sometimes the Illinois Central commuters would miss their usual train out in the evening and have to take the horse car. It took about an hour, he said, for the Cottage Grove horse car to make the trip from Madison to 39th Street.

Mr. Buchanan tells an interesting story of how he used to go boating in the lagoon formed on the west side of the Illinois Central tracks north of Park Row. He served five years in the First Regiment, Illinois National Guard, from 1874 to 1879. He is a charter member and a past commander of the Veterans Corps, First Regiment.

Mr. Buchanan has no business address, having lately given up his real estate business in the loop.

A Patron for Thirty-five Years

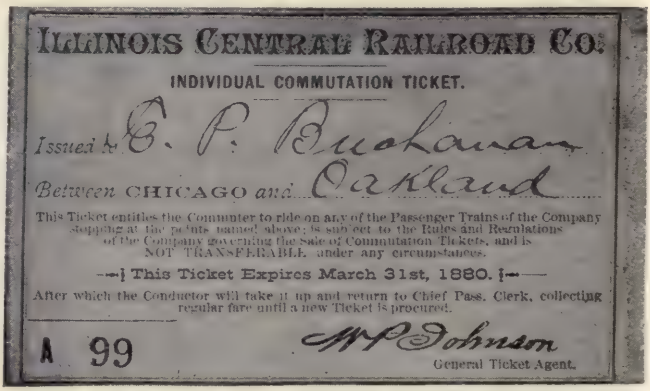
W. S. Whiteside of 5417 Cornell Avenue, Chicago, for thirty-five years a patron of our suburban service, recently wrote the following letter to the management:

"While I was waiting with friends for one of your suburban trains a few days ago, the conversation led up to the service given by the employes of this branch of your train service. After I had expressed myself in regard to it, one of my friends said, 'Why not write the Illinois Central just what you have told us?' After thinking the matter over, I have concluded that maybe the company or the employes might be pleased to hear of my experience, which covers about thirty-five years of travel on your suburban trains.

"My recent remark to my friends was that I had never seen a discourtesy or disturbance of any kind caused by the trainmen, not even when they formerly were obliged to go through crowded express trains to punch the tickets, and I must say this at times was a severe test. I want to congratulate the company in having such men who serve the public as they do. I am writing this to express the appreciation of one of your regular patrons, and I feel sure there are many who have had the same experience and would gladly sign this."

Service Started July 21, 1856

Officials of the suburban service have been


ILLINOIS CENTRAL RAILROAD CO.

INDIVIDUAL COMMUTATION TICKET.

Issued to E. P. Buchanan

Between CHICAGO and Oakland

This Ticket entitles the Commuter to ride on any of the Passenger Trains of the Company stopping at the points named above; is subject to the Rules and Regulations of the Company governing the sale of Commutation Tickets, and is NOT TRANSFERABLE under any circumstances.

This Ticket Expires March 31st, 1880.

After which the Conductor will take it up and return to Chief Pass. Clerk, collecting regular fare until a new Ticket is procured.

A 99

W. P. Johnson
General Ticket Agent.

Two of Mr. Buchanan's Old Tickets

ILLINOIS CENTRAL RAILROAD.

HYDE PARK SPECIAL TRAIN.

On and after Monday, July 31st, Passenger Trains will leave

THE GREAT CENTRAL DEPOT,

Foot of South Water street, daily, Sundays excepted, as follows:

Leave Chicago at	Leave Hyde Park at
6.00 A. M.	6 30 A. M.
7.30 A. M.	8 00 A. M.
12 00 M. and	12 40 P. M. and
6.00 P. M.	6 00 P. M.

Single Tickets, 10 cents each way. A discount from these rates of 25 per cent. will be made when packages of 200 tickets are purchased. No free passes issued for or received on this train.

JOHN H. DONE,
Gen'l Superintendent.

j521

The Original Advertisement

asked a great many times in the past just when the Illinois Central suburban service in Chicago was established. Authentic information on the subject has been hard to obtain, but an old report recently brought to light would indicate conclusively that the service was inaugurated July 21, 1856.

In a letter of that date, written by Benjamin F. Johnson—on the letterhead of "Office of the Illinois Central Railroad Company, No. 48 Michigan Avenue, Chicago"—to S. A. Perkins, treasurer of the company, the following mention of the fact appears:

"The Hyde Park Special Train was put on this morning in accordance with programme hereto attached. First train had 'nary' passenger up or down. 'But good beginning makes bad ending,' and we look to the *vice versa* for salvation."

In another place Mr. Johnson says: "I enclose new time table, embracing 'Hyde Park Special' and all others running out of 'The Great Central Depot.' For an hour or two each morning and evening there is a great

TIME TABLE—GOING SOUTH.

To take effect March 16th, 1873.

STATIONS.	1	3	5	7	9	11	13	15	17
Leave	A. M.*	A. M.*	A. M.†	P. M.†	P. M.*	P. M.*	P. M.*	P. M.*	P. M.*
Central Depot	6 10	7 10	9 00	12 10	3 00	4 30	5 16	6 10	11 00
Van Buren St.	6 13	7 13	9 03	12 13	3 03	4 33	5 19	6 13	11 03
Park Row	6 18	7 18	9 08	12 18	3 08	4 38	5 24	6 18	11 08
Weldon	6 25	7 25	9 15	12 25	3 15	4 45	5 32	6 25	11 15
22d Street	6 23	7 23	9 13	12 23	3 12	4 43	5 29	6 22	11 13
27th Street	6 25	7 25	9 16	12 25	3 15	4 45	5 32	6 25	11 16
31st Street	6 27	7 27	9 17	12 27	3 17	4 47	5 34	6 27	11 17
Fairview	6 29	7 29	9 19	12 29	3 19	4 49	5 36	6 30	11 19
Oakland	6 31	7 31	9 21	12 31	3 21	4 51	5 39	6 31	11 21
Reform School	6 33	7 33	9 23	12 33	3 23	4 53	5 41	6 33	11 23
Kenwood	6 35	7 35	9 25	12 35	3 25	4 55	5 43	6 35	11 25
Hyde Park	6 39	7 40	9 30	12 39	3 30	5 00	5 50	6 39	11 29
South Park	6 41	7 42	9 32	12 41	3 32	5 02	5 52	6 41	11 31
Wood Lawn	6 43	7 44	9 34	12 43	3 34	5 04	5 54	6 43	11 33
Oak Woods	6 54	7 49	9 39	12 53	3 38	5 15	.....	6 55	.....
Park Side	6 45	7 46	9 36	12 46	3 36	5 05	.....	6 46	11 36
Grand Crossing	6 48	.....	.....	12 49	.....	5 20	6 00	6 49	11 42
Burnside							6 05		
Kensington							6 15		
Wild Wood							5 34		
Dolton June.							6 36		
Arrive	A. M.*	A. M.*	A. M.†	P. M.†	P. M.*	P. M.*	P. M.*	P. M.*	P. M.*

TIME TABLE—GOING NORTH.

To take effect March 16th, 1873.

STATIONS.	2	4	6	8	10	12	14	16	18
Leave	A. M.*	A. M.*	A. M.*	A. M.*	A. M.†	P. M.	P. M.*	P. M.*	P. M.*
Dolton June.				8 00					
Wild Wood				8 01					
Kensington				8 05					
Burnside				8 10					
Grand Crossing	5 49	6 50		8 20		12 51		6 10	6 51
Park Side	5 51	6 52	7 46	8 22	9 36	12 53	3 36	6 14	
Oak Woods	6 08	7 05	8 00		9 48	1 05	4 30		6 56
Wood Lawn	6 14	7 11	8 06	8 23	9 54	1 11	4 36	6 17	7 01
South Park	6 16	7 13	8 07	8 25	9 56	1 13	4 36	6 19	7 03
Hyde Park	6 19	7 16	8 10	8 29	9 59	1 16	4 44	6 22	7 06
Kenwood	6 22	7 19	8 13	8 32	10 01	1 19	4 46	6 25	7 09
Reform School	6 24	7 21	8 15	8 34	10 03	1 21	4 48	6 28	7 11
Oakland	6 26	7 23	8 17	8 36	10 05	1 23	4 50	6 31	7 13
Fairview	6 29	7 26	8 20	8 39	10 08	1 26	4 52	6 34	7 16
31st Street	6 31	7 28	8 22	8 41	10 11	1 28	4 54	6 37	7 18
27th Street	6 33	7 30	8 24	8 44	10 14	1 30	4 55	6 40	7 20
22d Street	6 36	7 32	8 27	8 47	10 16	1 33	4 58	6 42	7 22
Weldon	6 38	7 35	8 30	8 50	10 19	1 35	5 00	6 45	7 25
Park Row	6 40	7 37	8 32	8 52	10 21	1 37	5 12	6 47	7 27
Van Buren St.	6 45	7 42	8 37	8 57	10 26	1 42	5 17	6 52	7 32
Central Depot	6 48	7 45	8 40	9 00	10 30	1 45	5 20	6 55	7 35
Arrive	A. M.*	A. M.*	A. M.†	P. M.*	A. M.†	P. M.*	P. M.*	P. M.*	P. M.*

* Sundays excepted. † Daily.

COMMUTATION TARIFF

Between CHICAGO and DOLTON JUNCTION and INTERMEDIATE STATIONS.

Distance.	BETWEEN Central Depot — AND —	SINGLE FARES. Whole.	SINGLE FARES. Half.	COMMUTATION RATES FOR 10 Fares.	COMMUTATION RATES FOR 25 Fares.	COMMUTATION RATES FOR 100 Fares.	COMMUTATION RATES FOR 3 Months.
1.4	Park Row	10	10	1 00	2 25	8 00	12 00
1.8	Weldon	10	10	1 00	2 25	8 00	12 00
2.5	22d Street	10	10	1 00	2 25	8 00	12 00
3.0	27th Street	10	10	1 00	2 25	8 00	12 00
3.6	31st Street	10	10	1 00	2 25	8 00	12 00
4.1	Fairview	10	10	1 00	2 25	8 00	12 00
4.6	Oakland	10	10	1 00	2 25	8 00	12 00
5.1	Reform School	15	10	1 25	3 00	10 00	13 50
5.6	Kenwood	15	10	1 25	3 00	10 00	13 50
6.5	Hyde Park	15	10	1 25	3 00	10 00	13 50
7.1	South Park	15	10	1 25	3 00	10 00	13 50
7.9	Wood Lawn	25	15	1 50	3 50	12 50	16 50
8.3	Oak Woods	25	15	1 50	3 50	12 50	16 50
8.8	Park Side	25	15	1 50	3 50	12 50	16 50
9.4	Grand Crossing	30	15	1 50	3 50	12 50	16 50
12.1	Burnside	50	25	.....	4 50	15 00	20 00
14.7	Kensington	60	30	.....	5 50	17 00	24 00
.....	Wild Wood	60	30	.....	6 50	20 00	28 00
17.2	Dolton Junction	60	30	.....	6 50	20 00	28 00

ILLINOIS CENTRAL RAILROAD.

Suburban Trains.

TIME TABLE

— AND —

RATES OF FARE.

No. 3.

For Tickets and Information apply at the General Ticket Office, Chicago, or to the Conductor on the Train.

A. MITCHELL,
Gen'l Superintendent.

W. P. JOHNSON,
Gen'l Pass. Ag't.

F. CHANDLER,
Ass't Gen'l Pass. Ag't.

hurrying up of trains on the pile tracks in front of Michigan Avenue."

Mentions Some Early Officials

Mr. Johnson mentions the construction of our charter lines, in progress at that time; refers to some personal matters, bringing in the names of President Osborne, General Superintendent Done, Chief Engineer Mason and Land Commissioner Wilson of the Illinois Central, as well as Superintendent Rice of the Michigan Central; tells of the recent business of the Cairo train (the longest run on the system at that time), and closes by describing the cool weather.

"The first fourteen miles of the Illinois Central Railroad in Chicago were put into operation May 24, 1852, and through train service, at that time established, was extended as new sections of the line were completed," writes A. Bernard, superintendent of the suburban passenger service.

"This, coupled with the information contained in the advertisement in a Chicago paper and the report of the first day's operation, would lead one to believe that July 21, 1856, was the beginning of the present great Illinois Central suburban train service.

Optimistic Predictions Fulfilled

"It is interesting to note the optimistic prediction made by Mr. Johnson about the new service starting with 'nary passenger up or down' and 'a good beginning makes a bad ending.' This showed a well-founded faith in the future growth of the sort of business sought.

"The traffic has grown from nothing at its inception to more than 80,000 passengers a day in the sixty-six years of the operation of the suburban train service. It will also be observed the train service grew from 8 trains a day when started to 348 trains at present."

Wrung From Us

Trains on two of the Illinois Central suburban tracks were wrecked simultaneously at the height of the rush hour Wednesday evening.

Two things are remarkable. One is that this was the first fatal accident involving a passenger in the Illinois Central suburban traffic in fifty years. The other is that within half an hour from the time of the accident passengers were being steadily moved southward again by the thousand.

The Illinois Central is an eyesore on the lake front; it hung out against electrification in a fashion that made it enemies by the million; its suburban cars are some of them antediluvian; its suburban engines are a joke; and its accommodations at Randolph Street remind the visitor from Pana or Sandwich irresistibly of the arrangements in his home village for loading hogs.

Nevertheless, it moves the largest steam-carried suburban traffic in the world more rapidly and more safely than any other road we know, and it handles emergencies in a fashion that extorts the admiration of the very patrons who call it uncivilized in its appointments and stingy in its expenditures. And we offer this well merited tribute without prejudice to our right to use those adjectives in the future if we choose.—Chicago *Herald and Examiner*, December 16, 1921.

Dies After 37 Years of Faithful Service

Joseph A. Winkler, machine shop foreman at Centralia, Ill., was born in Centralia, May 22, 1868, and died in Centralia, February 28, 1922, at the age of 54 years. He entered service with the Illinois Central February 7, 1885, as machinist apprentice and was promoted to machinist May 22, 1889. He served as machinist, roundhouse foreman, erecting shop foreman, and machine shop foreman. He was appointed machine shop foreman May 1, 1913, and held the position until his death.

With the exception of a short time at Mounds, his entire thirty-seven years' service was with the Centralia shops.

Mr. Winkler's judgment and advice were held in the highest regard by the entire organization. His outstanding characteristics were his patience, cheerful disposition and complete knowledge of his work. It is also worthy of note that he was never too busy to explain in detail questions asked by anyone, be it apprentice, clerk or master mechanic. His son, Emory E. Winkler, is employed as a machinist at Centralia.

C. P. J. Mooney, Prophet of Diversification

As the Editor of the Memphis (Tenn.) Commercial Appeal, He Wields a Great Influence for Good

By J. H. CURTIS

LET'S introduce C. P. J. Mooney, editor of *The Commercial Appeal*, Memphis, Tenn., who came to Memphis in 1890 as a reporter on another publication and to *The Commercial Appeal* in 1896 as news editor. His progressiveness and judgment of news, the kind the reading public wants, attracted the attention of Frank Munsey of New York, who engaged him as news editor of one of his papers. Then Mr. Mooney went to William R. Hearst as a managing editor and was shifted to Chicago, after being with the *New York Journal*. He was managing editor of the *Chicago American* several years, and then returned to *The Commercial Appeal* as its editor. Mr. Mooney is regarded as one of the most successful newspaper men in the country.

"Funny thing how I happened to return South," said Mr. Mooney. "I was at a small station on the Illinois Central about fifteen miles from Chicago when I noticed several freight trains moving south. They were loaded with meat, farm implements, flour and other provisions. I remarked about it to an official of the road. He said what was moving in those trains was small tonnage compared to that moving via St. Louis into the South.

A Prophet of Diversification

"Right there I resolved to return to the South and start a campaign to educate farmers to grow something besides cotton."

Mr. Mooney's work in forcing diversification in the South is known to be the first general effort of that sort by any individual. He has made good his remark; he glories in a statement that the region from Fulton, Ky., to New Orleans will become the greatest diversification section in the United States, and he thinks the Illinois Central System will help to bring this about.

One of Mr. Mooney's most intense desires is to see a time when the railroads will still further speed up freight transportation. "I want to see all freight trains moved at a speed not less than 40 miles an hour," he said.

"I want to—and I will in a few years—see truck and berry farms in this country along the

C. P. J. Mooney

Illinois Central System from Fulton, Ky., to New Orleans. We have the climate. That much is a settled fact. With the splendid double-track line of the Illinois Central System penetrating the heart of the richest country in the world, giving to the people living in it a direct communication north and south, the time is not far off when this is going to be the greatest truck farming section in the world."

That is a pretty strong assertion, but Mr. Mooney made it, and to know him personally is to know he does not often make such strong assertions unless he bases them on a sound foundation.

Proud of Illinois Central System

Mr. Mooney is keen on the subject of good transportation. He believes freight rates are a little too high, but he believes officials of the railroads will themselves better this condition. He believes in close relationship between the railroads and the farmer, because, he says, without a dependable transportation system farmers can find no market for their products. "And right here," continued Mr. Mooney, pointing his finger directly and in a meaning way to the interviewer, "I want to brag a little about the great Illinois Central System. It is doing a wonderful work in the South, that part of it through which its tracks extend. It is a great system of railroad. Why, with a connection of only one other railway line, products grown on Southern farms can be transported to all parts of the United States. It is giving to the shippers a quick service, and quick service is going to play a very important part in our country from this day on."

Mr. Mooney is alive to every situation facing the farmers today. He has for several years hammered at them to grow less cotton, more cattle and hogs, more corn, oats, poultry, hay and other crops, that will build up so much of the run-down soil in certain sections of the South. He has advocated, and is now advocating, more dairying. He wants to see the South become the leading dairy section in the world. He is strong in his belief that it will.

"The whole development of the country is between the railroads and the shipper at one end and the seller at the other," is one way he puts it. He says the railroad is the backbone of farming. But to perfect the work, there must be a quickness of service on the part of the railroad and a fairness to the farmers on the part of the seller.

He Is a Native of Kentucky

Charles Patrick Joseph Mooney was born in Bullitt County, Kentucky, September 15, 1865. "I came near being a railway man," said Mr. Mooney, as a smile played about his face. "When a boy, I learned telegraphing at Bardstown Junction, Ky., and worked a while for the Louisville & Nashville Railroad."

But his early railway experience was cut short when he was sent to college. There he remained five years. He came out with big ideas of a railway future; so he went to Pine Bluff, Ark., and began working for the Cotton Belt Railroad.

About that time, however, he met an editor of one of the Pine Bluff papers and was hired. "That is the reason I am not today president of the Illinois Central, the Burlington, the Southern, the Dallas, Memphis & Gulf or, I might add, the New York Central Lines," remarked Mr. Mooney.

Mr. Mooney is always interested in railroads. He watches their progress closely. Very often, when he is alone in his editorial chamber with nothing in particular to do, if visitors happen in suddenly they will find him reading the *Railway Guide*. He studies maps of all systems. He figures how connections might be built and how the transportation systems of the country might be improved.

"I believe I can take a pencil and a piece of paper and draw a fairly accurate map of every railway line in the United States," he said, laying aside the *Railway Guide* when interrupted by the interviewer.

Made Bridge at Memphis Possible

There is one great enterprise at Memphis for which the people of the Missisippi Valley must thank Mr. Mooney. It is the construction of the Harahan Bridge from Arkansas to Memphis, spanning the great Mississippi River. Mr. Mooney does not brag about this. His work is kept in the background for that of many others who have been prominently connected with it.

When former President Mudge of the Rock Island had given up the idea of constructing this bridge, Mr. Mooney got busy. He planned. He figured, talked, wrote about it and finally arrived at a conclusion which he telegraphed to Mr. Mudge. That single telegram closed a deal, and the bridge was built. It is double tracked for the railroads using it, with walkways and wagon-ways on each side.

People in the Southland believe in Mr. Mooney because he is accurate in his writings. They know he is not going to advocate something that will not be for their betterment. *The Commercial Appeal* is their daily paper,

and its contents are the preachings of some of the best people in the land, some of the oldest families.

To mention *The Commercial Appeal* and not say something of the publications it absorbed would not be a complete story.

The *Daily Appeal* was established at Memphis in 1840. In the Mexican War there was an "Appeal Battery" that went forward and fought from the start to the end. In the Civil War the paper was printed in Memphis until the city was captured by Federal troops and General Sherman was sent there to handle the military situation. Then the paper moved to other and safer quarters. At times it followed the Confederate Army from section to section, always giving the Southern people the news of the times. When peace was declared, it returned to Memphis.

In 1857 the *Avalanch* began its career. In 1889 the *Commercial* was established, and in 1894 it purchased the *Appeal-Avalanch*, publications which had consolidated. Owners of the *Commercial* dropped the *Avalanch*.

The Commercial Appeal's identification with the upbuilding of the South is well known. It has stood—and now stands—for everything that is good not only for the South but for the country, and Mr. Mooney's broad ideas, his splendid, far-reaching assertions in the daily issues of his paper are read by more than 100,000 persons every day in the year.

T. E. Hill Officially a Kentucky Colonel

Superintendent T. E. Hill of the Kentucky division is now a colonel—a full-fledged Kentucky colonel—and he has a commission from Governor Edwin P. Morrow of Kentucky to prove it. Governor Morrow's letter of February 27 to Colonel Hill was felicitously phrased as follows:

"It gives me very great pleasure to send you herewith a commission as colonel on my staff.

"This commission is sent in recognition of your faith in, your love for and your service to the Commonwealth of Kentucky. It is also sent as a token of my personal esteem and because I know that you possess in full and rounded measure the genuine quali-

ties, bigness of heart, breadth of thought and kindliness of soul which characterized the old and real Kentucky colonel. You have always been a Kentucky colonel. This commission merely confirms the title."

In appreciation of the service accorded by the Illinois Central, under Colonel Hill's direction, to the governor's party and the members of the legislature on the trip to Dawson Springs for the dedication of the new veterans' hospital there February 22, Governor Morrow wrote again to Colonel Hill as follows:

"I want to thank you on behalf of Mrs. Morrow and myself and our friends for the unsurpassed and unsurpassable kindness, courtesy and hospitality shown to us on our trip from Frankfort to Dawson Springs and return on board your office car. Every want was anticipated; every attention was shown us. From soup to nuts and back again, everything was perfect, and, above all else, there was a genuineness of hospitality which made us at home.

"I also want to thank you on behalf of the members of the General Assembly for the care and attention shown, the movements of the train over the Illinois Central, the courtesy of employes and the efficiency of transportation, train management, etc. I am certain that the spirit of the Illinois Central was made manifest to all on board the special train.

"I will be most happy if you will convey our appreciation to the Illinois Central management."

Fred A. Vaughan, secretary of state, likewise took occasion to express his appreciation of the courtesies shown on the trip.

Superintendent Hill was born in Lynchburg, Va., and was graduated from the Virginia Military Institute in 1892. He entered the employ of the Illinois Central as a track apprentice on the Amboy division in April, 1897. His service since then has been as follows: Promoted to chainman, St. Louis division, September, 1897; rodman, Tennessee division, September, 1898; assistant engineer, construction department, September, 1899; transferred to the Louisiana division as assistant engineer on second-track construction, July, 1900; acting roadmaster, Tennessee division, June, 1903; roadmaster, October, 1903; transferred to Louisiana division, June, 1906; superintendent Louisiana division, June, 1907; authority extended over New Orleans terminal, May, 1910; transferred to Kentucky division as superintendent, November, 1917.

MAKES HIS CROSSING ACCIDENT-PROOF

The accompanying photograph shows John Towsley, a veteran flagman on the busy crossing of the Illinois Central Belt Line at Mullen avenue, Waterloo, Iowa. Mr. Towsley estimates that 3,000 automobiles cross this Mullen avenue bridge every ten hours. Up to date Mr. Towsley has not had an accident on this busy crossing.

The Recent High Ice Water at Dixon, Ill.

Flood Was Not So Serious As at First Reported, but It Made Some Effective Pictures for Us and Others

By C. G. SHEPHERD,
Agent, Dixon, Ill.

FOR the benefit of our readers, who have no doubt seen previous accounts of the recent high water at Dixon, Ill., through he daily newspapers, I am submitting a few iews of the river and its condition.

Rock River flows from the north until about he city limits, where it makes a sharp turn o the west, passing through the city directly vest for about one mile, where it again curves o the southwest, passing under the Chicago & Northwestern Railroad bridge at a point even miles west of Dixon, near Nelson, Ill.

Broken Ice Caused Jams

The river at this point was frozen over from hore to shore with about 14-inch ice. Heavy ains in the northern part of the state, in and round Rockford, Freeport and Pecatonica, aused very high water at those points, which ad to pass out through this district. It moved down so rapidly that great fields of ice rushed down the river to Dixon, where it would break nto smaller blocks in passing over the dam, wo hundred feet north of the city wagon ridge.

This move of the solid fields of ice, dropping off in large pieces, caused the flow of ice to become jammed between the dam and the wagon ridge. The ice in this gorge stood up on edge and piled ten feet above the point of high water level.

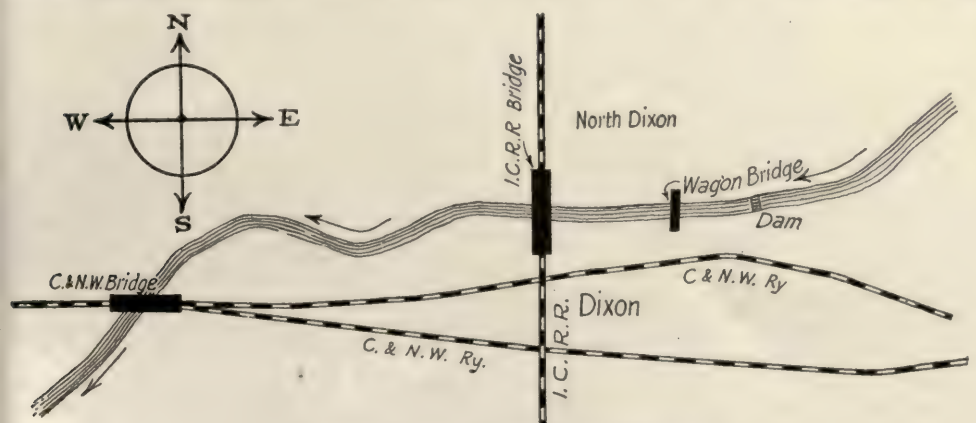
The danger did not begin to show itself until the river became gorged at Sterling, Ill., fifteen miles west, which then caused another gorge at Nelson, where the C. & N. W. bridge is located. These jams held back all the flow of ice between Sterling and Dixon, forcing the water over the banks of the river at many points in the city of Dixon, flooding the gas and electric plant, shutting off lights and fuel. However, light was provided by connecting up with the Joliet power.

Many homes near the river banks were flooded on the first floors, basements were filled with water, and several families had to be taken from their homes in small boats. The Illinois Central industrial tracks in the downtown district were under one foot of water at two different locations, a condition which continued for two days.

Endangered Illinois Central Bridge

The water reached to within three feet of the top of the piers of the new Illinois Central bridge, which is about one-half mile west of the city wagon bridge. The ice gorge was within three feet of the steel girders, but in every instance, when the ice would move west of the bridge, the ice gorge holding on the upstream side would immediately move out until again held up farther down.

Owing to the construction of the bridge piers, which are built in the shape of a flatiron, there was no time during the high water that this bridge would have interfered with the free movement of the ice. The bridge always



Where the High Water Menaced Dixon

Looking west from the south approach of the Illinois Central bridge at Dixon, showing Illinois Northern Utilities plant.

proved ready to release the jam at any time the gorge would let loose west of Dixon.

Several hundred pounds of dynamite were used west of Dixon and near the Nelson bridge in an effort to get the jam of ice moving out, but this only blew out great holes in the ice gorge, which would fill up at once, and the procedure finally had to be abandoned.

How Rescue Scenes Are Made

Picture machine men came out to Dixon from Chicago with the expectation of getting motion pictures of a great many heroic rescues, floating bridges, wrecked houses and what all. They got some of this, too, but to make sure of it they brought along a young woman who would walk in through the front door, pass upstairs to a back window, throw out a rope and climb down to the heroes who had waded to the rear of the house to carry her out. In other cases they would load up an old motor car with all it would carry, push it off a grade where it might go out well into the back waters, then haul it forth while the picture machine did the rest.

All the publicity Dixon has received from this misfortune would lead one to believe it to be located in the lowlands and subject to periodical dangers of flood, while in fact it is on rolling land, high and dry, and no city in the state has better drainage. Some persons simply wanted to live too near the water's edge; others took such locations owing to the scarcity of houses in the city, and we have not as yet seen a citizen who has expressed any desire of leaving the place on account of the recent flood.

We still have the best town in Northern Illinois, and one where you will always find the factories running full force, even while others are idle.

FOUND A BROKEN RAIL

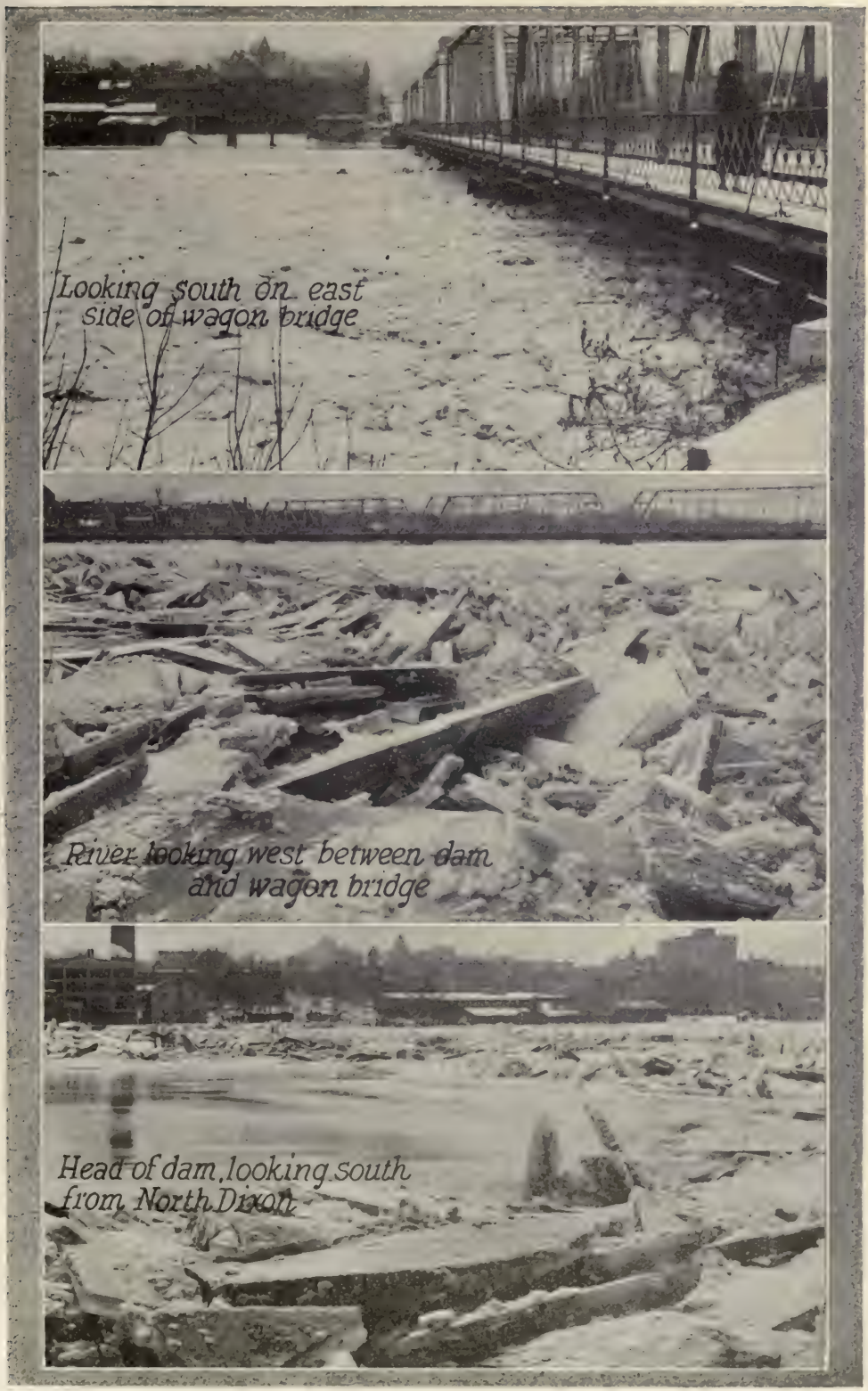
Superintendent L. E. McCabe of the Minnesota division on March 9 wrote the following letter to Andrew Rowe, a rural mail carrier at Warren, Ill.:

"It has come to my attention today that at 7:05 this morning you noticed a broken rail in the road crossing just east of the depot at Warren, Ill. I notice you immediately notified Operator Parkins, who in turn stopped two of our important freight trains then coming at Warren and called out section men, who made immediate repairs to the track.

"Your interest and prompt action in this case no doubt removed a serious hazard of accident, and I cannot refrain from writing you at this time, expressing the appreciation of the management of this railroad in your prompt action tending toward our welfare.

"In closing I want personally to thank you."

About eight inches of rail were broken out of the track. The trains stopped were first and second No. 52.


Looking south on east side of wagon bridge
River looking west between dam and wagon bridge
Head of dam, looking south from North Dixon

Let the Railroads Adopt the Waterways

Co-operation, Not Competition, Is Greatest Need Just Now in Providing Our National Transportation

The following article is reprinted by permission from The Country Gentleman for March 11:

By C. H. MARKHAM,
President, Illinois Central System

NO SURVEY of our waterway problem is significant unless taken from a national viewpoint. There has been too much short-sightedness, sectionalism, partisan bias in the consideration we have given this subject in the past. Railway men have not been free from bias; many have opposed inland waterway development in the belief that the railroads would be injured, not realizing that the waterways, under intelligent development, might prove railway adjuncts of highest importance. Large appropriations of public funds, on the other hand, with consequent haphazard waterway development here and there over the country, have satisfied certain parts of the country for the time being, but have not contributed their proper share, in comparison with the investment outlay, toward a solution of our great national problem of cheap and adequate transportation.

The existence and prosperity of railroads, waterways, motor-truck highways and air lanes are not ends in themselves. Neither is the temporary prosperity of any part of the country, at the expense of any other part, an end in itself. Therefore, in speaking of waterway development from the standpoint of a railway man, I must make clear the fact that my standpoint is first that of an American citizen. I want to see all our means of transportation properly and justly utilized, to the end that the country as a whole will find itself able to move its citizenry and its goods when and where it wants and at a reasonable price.

The railroad has definitely supplanted the inland waterway as the principal means of transportation for the interior of the United States. The change began almost a century ago; and as soon as the steam railroad proved its practicability the day of waterway supremacy was over. It is not beyond the range of imagination that, with the development of the motor truck and the airplane, the day of the railroad will pass, but that is a far look into the future.

The fact remains that the railroad is still, beyond any dispute, our chief reliance for transportation within the United States. It is the foundation upon which any unified and effective system of transportation must be built. My understanding of the essential stability of the railroads makes it hard for me to accept patiently the arguments of those who would build up this or that competing means of transportation in the hope of impairing the railroads, when it would be so much more sensible—with our national objective of service in mind—to develop these means in their proper places as servants of and assistants to the railroads. This would be building our national transportation system on the foundation that is already laid—an efficient and rational way of doing business.

Should Have a Fair Trial

Permanent expenditures for waterway development should be made only when the use of waterways has been proved feasible. I firmly believe in giving a fair trial to waterway experiments, such as the one now being made by the Government on the Mississippi and Warrior rivers. If the experiments prove that these inland waterways can feasibly be used as a part of our whole transportation scheme, then I believe that the railroads ought to be permitted by law to operate lines of boats on the waterways in conjunction with their rail services. If the experiments prove successful, I sincerely hope that the American people will have the vision to insert this agency in its proper place in the whole scheme of transportation.

Under existing laws, however, such a union would not be possible, and the probable alternative would be for the Government to intrust the results of its experiments to private enterprise unconnected with the railroads. The existing law would thus force destructively competitive service in transportation, which would be a positive falling away from the high standard of public policy evidenced in the enactment of the Transportation Act of 1920. Moreover, besides being contradictory in spirit, such a

waterway policy would force such an operation of this act as to place a burden upon the vast majority of the nation's shippers.

One of the products of the war was a new point of view toward the railway problem—toward the whole transportation problem, it is to be hoped, when our thoughts broaden to that. The first tangible evidence of that new point of view was the Transportation Act. This act recognized for almost the first time the duty to the public to allow the railroads to earn adequate returns through which to provide adequate facilities. It directed the Interstate Commerce Commission to fix rates which would provide a fair and reasonable return on the aggregate valuation—determined by the Interstate Commerce Commission—of honestly, efficiently and economically managed railroads.

The Giant and the Warrior

Under this law, if waterway development were encouraged to an extent that would take freight business from certain lines of railroad, the Interstate Commerce Commission would have to set the rates on the remaining business high enough to make up for this loss, which would be a discrimination against shippers located exclusively upon the railroads involved.

I must warn here, however, against too much optimism in accepting what seem to be favorable reports of the progress of waterway experiments. All the items of operation—interest, depreciation, cost of improvements, and the like—will have to be met by the waterway carriers, as they are met by the railroads, when the protecting hand of the Government is withdrawn.

It must be remembered that the people of the United States, of their own free will and upon their own intiative, have largely removed from railway operation in this country the principle by which the railroads put the waterways out of business. It is the old, old principle—as old as life itself—of the survival of the fittest. As public servants, the railroads have found themselves bound to deliver service and bound in the conditions of its delivery and in the rates they must charge for it, as well as in the wages they must pay. The Transportation Act, as if to make up to some extent for these conditions, recognizes the public's duty to protect the railroads.

If no injury to the people is to be done, the waterways, where found practicable, must be linked to the railroads and included in the provisions of some act of regulation and protection such as the Transportation Act. If not, we shall have the spectacle of a giant, fettered hand and foot, in battle with an active young warrior whose weapons are supplied by the same agency that bound the giant. It might prove interesting to watch the young fellow whittle the big man down to his size, but it would scarcely be called fair play; and, most important of all, it would not be efficacious in moving the burden that the two should be carrying in common.

As a matter of history it should be recalled that since primitive times man has depended largely upon water transportation for his means of commerce. Some nations depend upon it greatly even today. Recent comment upon a public speech delivered in the new Arabic kingdom in Mesopotamia is a reminder that in such a land thoughts center around rivers. It was not unnatural for the new king to speak of his people as the sons of the Tigris and the Euphrates and to designate British business men as the sons of the Thames. Great cities always have grown up on seashore, lake shore or river side, because water transportation was at hand.

A Marvel of Development

Until a century ago there was no transportation superior to that furnished by water. Then came the railroads. Everybody knows of the marvels wrought by transportation in the last hundred years. The railroads have made possible the development of the entire United States from the scattered colonies on the Atlantic seaboard to a compact unit of forty-eight states with 110,000,000 inhabitants. Reliance upon waterways alone could never have accomplished that.

The very fact that the cities had sprung up along the waterways, however, proved the downfall of water traffic when railroads were developed. Seeking business, the railroads for the most part found themselves compelled to build from city to city, and consequently to come in direct competition with water-borne traffic. The result was not long in doubt. As the speed and serviceability of rail traffic developed, the waterways gradually lost their business. The public was won over to the new method of transportation, and the railroads took the public's favor permanently by building into the interior, where the waterways did not reach.

One of the first railroads built in this country was the road from Charleston to Hamburg, South Carolina. It was built in the early thirties to enable the merchants of Charleston, on the seacoast, to share with those of Savannah the business carried on the Savannah River.

This line to Hamburg tapped the business at the highest point of navigation and consequently diverted some business from Savannah. In order better to compete, the citizens of Savannah organized the Central of Georgia Railroad and Banking Company—now a part of the Illinois Central System—and constructed a railroad to Augusta, across the river from Hamburg. This was the beginning of railway development in the Southeast. In order to make the line pay the Georgians had to build to all the other river towns and win their traffic.

The Survival of the Fittest

It was much the same way with the Yazoo and Mississippi Valley Railroad Company, also now a part of the Illinois Central System. When it was first laid out in that region which parallels the Mississippi River south of Memphis, the country was unprotected by levees, and the principal business points were a few isolated river towns, among them Greenville, Friars Point and Rosedale, Mississippi, already served by steamboat. As most of the traffic was to be found at those towns—and not enough for both railroad and steamboat—the Yazoo and Mississippi Valley had to set rates and provide service to get the business. This it did, and the river competition was overcome.

In other cases canals have suffered as have the rivers. In no case has direct competition been long continued. In the fight for survival one has taken all the traffic and the other has given up. Usually the defeated carrier has been the one on the water, and the captain has had to move his boat to some other vicinity. This ready change of locality was something the railroads could not accomplish, and perhaps that is one reason why they almost invariably won the traffic. They had to have it to live, and they had to do business where they had laid down their tracks.

But the inland waterway, although defeated in most cases by the railroad, has proved its value for certain services in certain parts of the country, and in some cases the railroads have not even attempted to compete. Take, for example, the route by which coal from the Ohio and West Virginia fields reaches the Northwest. The advantages of water transportation on the Great Lakes for bulky commodities moving in large volume are so great that the natural route is by rail from the mines to Lake Erie and thence by boat to the head of the lakes. The boats return loaded with ore.

Only a small part of the coal going to the Northwest moves entirely by rail. In consequence, if conditions arise which interfere with the movement of sufficient coal by water, it is practically impossible to get the coal to the Northwest. The same condition was true, prior to the war, of the West Virginia coal which went to New England by way of the coast ports. When many of the coastwise steamers were transferred to transoceanic traffic during the war, it was found difficult to get coal from West Virginia to New England.

The fact, as illustrated, that one means of transportation has driven out the other, wherever direct competition has been practiced, is a weakness in our national transportation system which must be remedied if we are to have the requisite factor of efficiency. But that the two means must forcibly be maintained in competitive service is not the solution as I understand it.

To a considerable extent the railroads and the waterways are supplemental, but the inherent weaknesses of inland waterway traffic are such that the waterways are dependent upon the railroads much oftener than the railroads are dependent upon them. Climatic conditions render impossible inland waterway traffic the year round in the northern half of the United States, where considerably more than half the population resides. For a considerable portion of the year shippers who are patrons of the waterways must fall back on the railroads. This means that the waterways take away from the railroads in the summer much badly needed traffic and throw on the shoulders of the railroads in the winter an excess of traffic just at the time that rail traffic is heaviest. As a particularly forceful example, consider the fact that the parts of the country where coal is most needed cannot obtain it by waterway in the winter when it is most needed.

A Friendly Alliance

For the good of the nation there is only one solution of the waterway problem. If the inland waterways prove practicable, they must come into friendly alliance with the already existing means of transportation. They must assume their place—and it is a minor place—subsidiary to the railroads in the great national scheme of transportation. Our country is no longer laid out for successful waterway competition, much less supremacy. If transportation facilities are not to be weakened, they must be co-ordinated, and that, in the nature of things, will be when the waterways are enlisted as auxiliaries of the railroads.

Unfortunately, as I said, the law at present

forbids the railroads to enter this particular field of transportation. Legislative restrictions are such that, although a railroad may have all the motor trucks it needs to facilitate its service, it cannot have boats of its own to extend its traffic upon waterways.

I am unable to see any difference in principle between permitting railroads to own and operate boats upon inland waterways and permitting them to own and operate motor trucks upon highways or streets. If the same company owned both a rail and a water line there would be no cutthroat competition between them. The railroad would be able to develop the service of its boat line to whatever extent experience might show was necessary to help its railway lines carry business in seasons of heavy traffic, without developing either rail or water facilities to such an extent as to result in any large economic waste.

Co-operation—Not Competition

When the Transportation Act is amended or succeeded by another act to include waterways, I look for a double interpretation of a power at present invested in the Interstate Commerce Commission. That power is the one which requires railroads, before building any new line or extending any old line, to obtain from the commission a certificate that the convenience or necessity of the public calls for the construction of that line.

That power would be exercised at present, I feel sure, if a railroad planned to build a line in territory already successfully served by waterways. Why, then, should it not be extended to cover waterway developments in territory already successfully served by railroads?

Since the convenience and necessity of the public are now being consulted, I am confident that transportation developments in the future will not confine themselves to drastic regulation of any one kind of carrier.

The railway system I represent happens to lie in the Missouri, Ohio and Mississippi valleys. It has done its share, in the old days of fair but unfettered competition, to knock the bottom out of competitive service on those rivers. If allowed to compete freely on a basis of service and rates, I am confident we could do it again. But, under present conditions, if a successful resurrection is to be made of boat and barge lines on those rivers, my company feels that it will welcome waterway *co-operation*—not *competition*—under the terms I have outlined.

Shows Value of Organized Safety Work

An interesting story about what the Illinois Central System is doing for the promotion of safety was told in an address delivered by Master Mechanic G. C. Christy at a conference of parents and teachers in Vicksburg March 3.

In order to show what the New Orleans division has accomplished in that direction, Mr. Christy pointed out that, with 3,000 employes, there were twenty-five personal injuries in December, 1919, twenty-four in December, 1920, and only eleven slight injuries in December, 1921.

"From these figures," he said, "you will readily observe to what extent we have progressed, and note that the result is the work of an efficient safety organization supplemented by the whole-hearted co-operation of our 60,000 employes. Our motto is 'The best safety device known is a careful man.'"

In reference to Vicksburg, Mr. Christy said:

"Vicksburg is a growing city, and with its advantages and facilities there is no reason why we should not continue to grow. Naturally, this growth means more people and consequently more children for our schools, and you will agree that it is logical that with our growth the hazard of accident will likewise grow unless active steps are taken to curb it.

"In many cities the size of Vicksburg, the school board, or board of education, has taken up the question of safety first, and appropriately worded signs have been placed on all streets in the vicinity of each school building, thereby establishing what are called 'school zones.' Aided by fitting legislation or city ordinances, properly enforced, this does much toward restricting the speed of vehicles, making the crossings safe for the children, and in this way eliminating a serious hazard. Again, the general enforcement of speed restrictions within the city limits is also to be considered a move in the right direction.

"As a suggestion, and in conclusion, let me say that we should have a safety council in our city, and that it should be organized before we have a serious accident. I feel that we should use the prevention rather than the cure."

Home After Four Years' Overseas Service

E. W. Moales, Son of E. M. Moales, O. R. C. Chairman, Was in Army and Later With U. S. Shipping Board

LIEUTENANT E. W. MOALES, son of the general chairman of the Order of Railway Conductors for the Illinois Central lines, recently returned home after four and a half years in France, Spain and Gibraltar. He was an officer in the American army in France for two years, and after being demobilized he spent two years in the service of the United States Shipping Board.

It was characteristic of Eddie Junior that he planned his return home as a complete surprise to his folks. They thought he was still in Gibraltar when, on the 13th of February, he arrived in New Orleans, hunted up the family's new address in the telephone directory, went out to the house and rang the doorbell. His mother went to the door, expecting to greet a caller. In a moment her husband and daughter heard her cry, joyously, "Eddie's home!"

May Enter Business in Europe

Lieutenant Moales is spending a few weeks in New Orleans renewing old acquaintances before settling down for the grind of work again. He is enthusiastic over business possibilities in western Europe, however, and one of the commercial ventures he has under consideration would take him back to the countries he recently left. Quite naturally, however, that doesn't meet with an enthusiastic reception from his mother, and it is possible that he may decide to remain in this country.

Eddie Junior's father, E. M. Moales, has been with the Illinois Central nearly forty years, and Eddie Junior's first job, naturally, was with the Illinois Central System. He was a youngster when he went to work as a file clerk in Superintendent O. M. Dunn's office at New Orleans. Later the New Orleans terminal and Louisiana divisions were consolidated, with headquarters at New Orleans, and Superintendent T. E. Hill, now superintendent at Lousiville, was moved to New Orleans from McComb. J. L. Beven, now assistant to the senior vice-president, was chief clerk to Superintendent Hill, and Eddie was his file clerk. About fifteen years ago Eddie thought he saw greener pastures with the Louisville & Nashville, and he worked as a passenger agent in the L. & N. depot ticket office about eight years. After that, however, he went back to the Illinois Central, and he was in our New Orleans city ticket office two years. He was there when the United States declared war.

Went Overseas in November, 1917

Two months after the declaration of war Eddie went to work as a civilian employe under Colonel Dulin, constructing quartermaster at Camp McClellan. Colonel Dulin, by the way, is a son of Philip A. Dulin, who for many years was agent for the Illinois Central at Aberdeen, Miss. In September, 1917, Eddie was made a second lieutenant in the transportation corps, and in November of that year he went overseas with a stevedore company, landing at St. Nazaire. Shortly after his arrival he volunteered for the highly unpopular Army Transport Service—unpopular because the officers would not see service at the front. However, it was promised that officers volunteering for this service would later be given their opportunity at the front, and this doubtless influenced Lieutenant Moales in offering to do

E. M. Moales and E. W. Moales

Lieutenant E. W. Moales

his share back of the lines. He was placed in charge of the checking department, having under his jurisdiction about three hundred clerks from all walks of life, many of whom never had been in an office before.

According to Lieutenant-Colonel W. S. Olsen, general superintendent of the Army Transport Service, Lieutenant Moales "at once started organizing this department and in about three weeks had it running efficiently."

He was later promoted to chief disposition and export officer, handling the disposition of all supplies and cargo received by the Americans in the port of St. Nazaire, and still later he was promoted to the position of paymaster for the Army Transport Service, handling the payroll of about 5,000 civilian employes. It was while he was at St. Nazaire that he was promoted to first lieutenant. Here is another testimonial from Lieutenant-Colonel Olsen, it being an extract from a letter concerning Lieutenant Moales:

His Work Highly Praised

"It was only through the work of this officer that it was possible for the A. T. S. to close this port with a clean set of records and free from the inspections of inspector generals.

"His services and conduct while here were excellent."

Lieutenant Moales was demobilized October 27, 1919, and on November 1 he went with the United States Shipping Board at Paris. His release was requested at that time in order that he might join the organization of the Shipping Board. In February, 1920, he went to Bordeaux as district auditor for the Bordeaux section of Shipping Board affairs, at which time there were outstanding accounts in that territory amounting to two million francs. Eddie Moales cleared them up. In January, 1920, he was appointed acting port representative and in March was promoted to port representative at Bordeaux, holding that position until June, 1921, when he was transferred to Gibraltar as port representative, having charge of the operations of all Shipping Board vessels operating in the territory of southern Spain, Gibraltar and the north coast of Africa. While at Gibraltar Moales made a trip through Spain organizing the work of Shipping Board representation. In November, 1921, he was relieved from the service because of the reduction of the Shipping Board's staff due to the depression of shipping activities.

Numerous letters from foreign representatives of the Shipping Board attest to the faithfulness and ability with which Eddie Moales performed his work with that organization.

Home After Four Years' Absence

Leaving Gibraltar December 15, Moales arrived in New York Christmas Day. He spent about forty-five days there before leaving for New Orleans.

It is mentioned above that Eddie Moales, Senior, began working for the Illinois Central forty years ago. He was a caller and a freight brakeman. In 1886 he was made a freight conductor, and about fourteen years after that he began running as a passenger conductor. Six years ago he was first elected to the general chairmanship of the O. R. C. He is a favorite with officers and employes over all parts of the system, and this story of his son is told here because of the thousands who will be glad to know of the fine record Eddie Junior made.

Mr. and Mrs. Moales have recently moved into their new home at 8214 Hickory Street, New Orleans. In addition to their son, their family consists of two daughters, Mrs. W. W. Pope and Mrs. R. D. Gallagher.

All Contributions Must Be In by 15th

How Paducah, Ky., Employes Avoid Renting

E. D. Gourieux, for Example, Built His Own House by Night Work While His Wife Held a Lamp for Him

EMPLOYES of the Illinois Central at Paducah, Ky., own some mighty pretty homes in that city. There are about 500 employes' homes there, and many of them are among the most comfortable houses in the city. About one-third of the employes in Paducah own their homes. The payrolls show a total of about 1,500 employes.

The main reason for so many and such good homes in Paducah is that that city is a desirable place to have a home. Paducah may be said to be a salaried man's town. Taken as a whole, the residents are congenial, courteous, happy, honest and just good folks. The whole city is neighborly.

The employes of the Illinois Central at Paducah realize the value of being thrifty, and yet they do not deny themselves the enjoyments of life. The employes there are contented, and the comfortable homes may be given credit for the condition.

Most of the employes' homes in Paducah were built or bought with money earned while in the service of the company. Some employes, however, were fortunate enough to have a nice bank account or inherit a small fortune.

Decided to Build a Home

Probably the most unusual example of thrift at Paducah is the story of how E. D. Gourieux, pensioned car foreman, built a home and raised a family of eleven children with a salary of $2.50 a day at the start.

Mr. Gourieux married a Paducah girl about thirty-seven years ago. They rented rooms the first year, and then decided that the money they were paying for rent might just as well be buying a home for them. Mr. Gourieux's salary would not build an elaborate home, but they concluded that they could have one just as comfortable as the rooms they had been renting, and when it was built they would not have to pack up their furniture and move as they then had to do at times.

In 1886 Mr. Gourieux purchased a small lot near the Illinois Central shops. Land was more reasonable there, and it was convenient to his work. The lot was sold to him for $150. The initial payment was $50, and he was required to pay only $50 a year until the balance was paid. When the lot was in his possession, Mr. Gourieux began to plan for his home. Plans were drawn for a 2-room cottage, for they could not hope for more at that time.

Home of E. D. Gourieux

Mr. Gourieux was a friend of a lumber merchant in Paducah. He went to him, told him his plans and how much lumber he would need, and then asked if the lumber would be supplied as it was needed and payment made

INKID SAYS—

Employes' homes at Paducah, Ky.: 1, *W. H. Bash, conductor,* 1728 *Jefferson;* 2, *J. E. Ogles, machinist,* 1400 *Monroe;* 3, *A. J. Leutenmayer, general foreman,* 1603 *Broadway;* 4, *Louis Rapp, upholsterer,* 942 *Trimble;* 5, *M. L. Akers, car foreman,* 1911 *Guthrie;* 6, *E. R. Pierce, warehouse foreman,* 1426 *Trimble;* 7, *W. M. Stewart, car repairer,* 633 *Fountain;* 8, *M. J. Clark, pipe man,* 1915 *Madison.*

on easy terms. His request was granted, and the cost of the lumber was calculated to be $250. Mr. Gourieux gave his friend $50 he had saved for the first payment, and then gave him a note for $200 with the understanding that he was to pay $20 each month on the note.

He Built His Own House

He did not have to worry about paying a carpenter to build his home. Mr. Gourieux was as good a carpenter as could be found in Paducah, and he was determined to build the house himself. Every day after working hours at the shops his wife met him on the little lot. For six weeks he hammered and sawed by the light of a lamp held by Mrs. Gourieux, and at the end of that time the home was completed.

A few years later the increasing family needed more room, and Mr. Gourieux began to plan for an addition to his house. One day when he came home with his money from the shops, his wife picked out a crisp $50 bill and said that she was going to put it away. She did the same thing after each pay day until $200 was saved. There were no clothes bought during that time, but they had plenty to eat.

But fate stepped in to prevent the addition to the home at this time. The oldest son became dangerously ill, and before he was out of bed a younger brother was sick. Mrs. Gourieux worked diligently with her two ill sons, and it was not long before she had to go to bed. Then Mr. Gourieux became ill.

During that time, he says, the doctor made twenty-one calls, and each time left a prescription to be filled. When the sick members of the family had recovered, there was only 80 cents of the savings left. But they were not disheartened. The next spring they renewed their efforts to save, and in time had $450.

Mr. Gourieux had been promoted then, and his increased salary caused the savings to grow a little more rapidly. He was not able to build the addition to the home himself. His new position took him out of Paducah often. A carpenter was hired, and three rooms, a back and front porch were added. When the home was completed, the total cost was $850.

Built Home on $65 Salary

There are many such examples of thrift at Paducah. There are also those who do not believe in owning homes. E. R. Pierce, warehouse foreman, tells of a friend who did not want to own a home.

Mr. Pierce bought a lot for $250 and built a home thirty-two years ago, when he was

HERE IS OUR MONTHLY ROLL OF HONOR

Below is a list of employes retired at the meetings of the Board of Pensions, February 27 and 28:

Name	Occupation	Years of Service	Date of Retirement
Edward Fulton	Fireman-Engineer, Indiana Division	36	9/30/21
Frank A. Marble	Pumper, Fort Dodge, Iowa	37	10/31/21
Joseph Taylor	Section Laborer, Kankakee, Ill.	35	11/30/21
Charles P. Freeman	Conductor, Springfield Division	31	12/31/21
James J. O'Rourke	Engineman, Mississippi Division	47	12/31/21
George W. Hadaway	Conductor, Mississippi Division	24	12/31/21
Robert Peterson (Deceased)	Track Foreman, Iowa Division	43	1/31/22
Robert G. Stripp	Clerk, Burnside Shops	44	2/28/22
Emile D. Gourieux	Car Foreman, Paducah, Ky.	44	2/28/22
Charles T. Harris	Conductor, St. Louis Division	27	2/28/22
Charles Hatch	Brakeman, St. Louis Division	24	2/28/22
James M. Hollands	Engineman, St. Louis Division	25	10/31/21
Joseph Mulholland	Switch Tender, Chicago, Ill.	15	10/31/21
Horace O. Kelly	Agent, La Salle, Ill.	15	11/30/21
Thomas Whitby	Yardmaster, Chicago, Ill.	26	12/31/21
William M. Adrian	Boilermaker, Waterloo, Iowa	51	2/28/22
Y. & M. V.			
Joseph H. Evans	Engineman, New Orleans Division	39	2/28/22

The following deaths of pensioners were reported:

Name	Last Employment	Date of Death	Term as Pensioner
Sven N. Lofquist	Carpenter, Burnside Shops	1/29/22	16 years
Samuel T. Powles	Conductor, Chicago Terminal	1/27/22	3 years
Joseph Lantrum	Sand Dryer, St. Louis Division	2/11/22	10 years
Michael Dolan	Laborer, Chicago Terminal	2/ 7/22	6 years
John Duncan	Blacksmith, Burnside Shops	12/ 7/21	6 months
Robert J. Williams	Contracting Freight Agent, Traffic Dept.	2/ 3/22	14 years

Employes' homes at Paducah, Ky.: 9, *J. L. Keegan, machinist,* 309 *Harahan;* 10, *G. W. Mercer, conductor, Harahan Boulevard;* 11, *H. S. McClure, mill machine operator,* 1900 *Broadway;* 12, *J. F. Walker, master mechanic, Monroe and Harahan;* 13, *George Herms, engineer,* 1643 *Monroe;* 14, *H. G. Moffell, engineer,* 330 *Harahan;* 15, *L. R. Gleaves, chief clerk,* 2310 *Jefferson;* 16, *W. O. Burch, engineer,* 340 *Fountain.*

making only $65 a month. Before he decided to build, he had been paying $10 a month rent. He investigated the situation, and learned that through the building and loan association he would be able to have a home of his own, and pay only $9.65 a month. In eight and a half years his home was paid for.

Mr. Pierce had a friend who censured him for building a home with the aid of the building and loan association. This friend pointed out that the association received much more in return than the money it lent. He cited a case where a $1,000 house had cost a friend $1,500, and dangled that before Mr. Pierce's mind as a discouragement.

Mr. Pierce says that his friend moved almost every year and had paid at least $10 a month rent for twenty years. All that he had to show for his spent money was rent receipts. In a much shorter time than that, Mr. Pierce had built and paid for his home.

The building and loan association has played a prominent part in building homes for the Illinois Central employes at Paducah. Employes who have accumulated or inherited small fortunes have also been a great help. Some of them have built homes for themselves, and then sold them on easy terms to brother employes. The usual terms have been $500 down and about $40 a month.

W. H. Sharkey, "Politest Conductor," Dies

W. H. Sharkey, passenger conductor on the Wisconsin division, died at his sister's home at Amboy, Ill., March 5 after an illness of three days with pneumonia. Mr. Sharkey's story appeared in the January issue of the *Illinois Central Magazine*, and his popularity was attested by the number of newspapers which made mention of his death. Some called him "the politest conductor on the Illinois Central System."

The following is from the Freeport (Ill.), *Journal Standard*:

"William H. Sharkey, well known as the 'politest' conductor on the Illinois Central, with a run between Freeport and Centralia, passed away at the home of his sister, Miss Catherine Sharkey, at Amboy, on Sunday night, the cause of his death being given as pneumonia.

"William H. Sharkey was born on September 16, 1866, and first went into the employ of the Illinois Central Railroad on July 29, 1887, as a brakeman. He rose steadily in the service, and, as a passenger conductor, established for himself the reputation of being the most polite conductor on the system.

"In 1895 Mr. Sharkey was made a freight conductor on the Amboy district. He remained in that position until 1913, when he was promoted to passenger conductor on the same district. March 1, 1918, he was made a local freight conductor on account of taking off some passenger trains. His run was between Clinton and Minonk until November, 1920, when he was returned to the passenger run.

"Although his home was at Clinton, Mr. Sharkey possessed a large number of friends, not only there, but in both Freeport and Centralia. He will be greatly missed by all his friends and acquaintances, while the loss of his ever-courteous, ever-genial presence will no doubt be noticed by the frequent passengers on the Freeport-Centralia run."

W. H. Sharkey

Mr. Sharkey leaves his wife and four children, John, Mary and Cecelia at home and William, who is attending a medical college at St. Louis, Mo. His aged mother and a number of other relatives survive.

Employes' homes at Paducah, Ky.: 17, *C. Hobgood, car foreman,* 1831 *Guthrie;* 18, *J. P. McCarty, wrecker foreman,* 420 *Harahan;* 19, *S. E. Denker, stenographer,* 415 *North Eleventh;* 20, *J. T. Hotchens, blacksmith,* 527 *Harahan;* 21, *S. E. Bonner, engineer,* 1727 *Broadway;* 22, *P. E. Cheek, machinist,* 2012 *Jefferson;* 23, *E. K. Wolff, assistant boiler foreman,* 1323 *Jefferson;* 24, *E. C. Schumaker, timekeeper,* 1745 *Clay.*

Andy Rogers Wins Success on the Stage

Son of Y. & M. V. Conductor Proves Himself Star in Shakespeare, in Motion Pictures and in Vaudeville

READERS of the *Illinois Central Magazine* probably need no introduction to Andy Rogers, son of Mr. and Mrs. J. F. Rogers of New Orleans. Andy's father, Joe Rogers, has been an employe of the Illinois Central System since 1890, when the present Yazoo & Mississippi Valley Railroad was the Louisville, New Orleans & Texas, and for sixteen years he has been a passenger conductor, at present running between New Orleans and Vicksburg on Y. & M. V. trains Nos. 12 and 15 and Nos. 30 and 31.

There are doubtless some readers of the magazine who saw Andy Rogers during the season of 1910-11, when he first went on the stage. Shortly before that time he had given up his job as loss and damage clerk at the Southern Pacific offices in New Orleans and had gone to New York to study dramatics with the famous tragedian, Frederick Warde. When his schooling was finished he returned to New Orleans, and after he had been at home a short time he received a message from Warde asking him to come back to New York and take a minor role in "Julius Caesar." Warde himself was cast for the part of Brutus. Andy accepted the offer. One day at rehearsal Warde became dissatisfied with the work of a well-known actor who had been obtained to play Antony, and he demanded that the actor turn over his script. Turning to Andy Rogers, his pupil, he said:

"Here, Andy, take this, and see what you can do with it."

Made a Place for Himself

Andy evidently did something with it, for when "Julius Caesar" made its public appearance the son of an Illinois Central System passenger conductor was cast for the role that was second only to that filled by his tutor. Andy Rogers played Antony to Warde's Brutus throughout the season.

During the next two seasons Andy was the leading man in a company which played "In Old Kentucky" throughout the United States, Canada and Mexico. Those who missed seeing the play may remember the picture, which was produced a few years ago, with Anita Stewart starring. Andy had the part of Frank Lay-

Andy Rogers

son. The next season Andy played the lead in the dramatization of Thomas Dixon's "The Sins of the Father," which, it will be remembered, was a powerful sermon on racial intermarriages.

From the road, then, Andy went into stock companies, playing around New York, and into movies. For a time he was with the old Solax Studio at Lee, N. J., playing opposite Claire Whitney. His best work in pictures, however, was done with the Nola Film Company at New Orleans. Andy played the leading role and served as assistant director in three feature pictures made at New Orleans, "Folly of Revenge," "The Man Who Lost" and "His Turning Point." It will be of interest to Illinois Central movie fans to know that a New Orleans girl who made her first bow in pictures just about that time and played opposite Andy in these three features has since risen to stardom in the movie world. She is Leatrice Joy.

Played With Walter Hampden

Andy was in New Orleans making pictures for two years. Then he enlisted in the navy as a yeoman, and was promoted to yeoman,

second class, and assigned to the intelligence department at San Antonio. There he was promoted to chief yeoman. Upon his discharge from the navy he went into stock companies in New York. For a while he played with another great tragedian, Walter Hampden, whose Hamlet is yet declared to be one of the classics of the American stage.

Still later Andy played throughout the country in vaudeville, writing his own sketches or adapting for use sketches written for him by a friend in New Orleans. For a considerable engagement Andy played a sketch called "Alias McCloskey" on the Orpheum vaudeville circuit.

Just now Andy is in New York. Producers and friends prevailed upon him to defer his road trip in order to write, rewrite and direct a number of sketches. He recently wrote his father that he is about to sign up for an extended vaudeville engagement. His next vaudeville sketch will be a series of card tricks, with interpolations of prose and poetry recitations.

Born in New Orleans 32 Years Ago

Andy came into the world thirty-two years ago, at New Orleans, and was christened Andrew A. Shortly after the boy was born his father obtained a job as a flagman on a passenger train between New Orleans and Baton Rouge, holding it for a year. Then for a year and a half he was a flagman on a freight train, running between New Orleans and Vicksburg. In 1892 he was promoted to freight conductor, and for fourteen years he took freight trains between New Orleans and Wilson, La. His next promotion came in 1905, when he was made a passenger conductor. For some time he ran extra, and then he was seriously injured in a collision at Baton Rouge Junction. He went back to work in 1910, and for twelve years his smiling face has been well known to passengers who use the Valley trains between New Orleans and Vicksburg.

Andy grew up in New Orleans and went through the public schools, being graduated from high school. As a boy in school he was noted for his ability as a speaker and impersonator. He was in great demand for recitations at reunions, and the Confederate veterans at their reunions used to go wild with joy when Andy recited "Little Old Fightin' Joe," dedicated to General Joe Wheeler. When he finished high school he took a course of training at the New Orleans College of Oratory, directed by Misses Lily and Ida Whittaker. He wasn't ready for the stage just then, and he landed a job as loss and damage clerk for the New Orleans & Northeastern Railroad (now the Southern). Later he went over to the Southern Pacific, and stayed there until he went to New York to study.

An Essay on "Being Human"

Andy admits that Illinois Central events have had more than a passing influence in shaping his life. Although he has been away from New Orleans most of the time since he first went on the stage, twelve years ago, he has kept up constant correspondence with his father and mother. Recently Andy's father sent him a copy of a letter he had received from Senior Vice-President Kittle, and Andy was moved by it to write an article on "Being Human," which is reproduced herewith:

"Do you practice 'being human'? Just a

Andy Rogers as Antony

minute before you snort 'whad'dye mean?' and let's talk it over. You've doubtless heard the expression, 'He's human.' Have you ever stopped to analyze just what that means between the employer and the employe? We'll say you have many of the success-spelling requisites; your self-appreciation is such that you feel mighty certain you 'have the goods.' Will an inventory of your stock of success-winners show a supply of 'being human'? Did you know there's a growing demand for this commodity in the market of achievement?

"Corporations of today are choosing as executives men who can handle an employe and not lose sight of his human side. The man who can extend a kindness and touch the human chord invariably succeeds in bringing to the surface the very best that is in the recipient. It is the 'human act' that causes the employe to refer to the man 'higher up' as 'white, through and through.' Ofttimes an executive, noting the good results of one of these instances, credits himself with being a psychologist. He may be just that, but it simmers down to a plain case of 'being human.' And it always secures that valuable asset—a thoroughly loyal workman who, by word and action, betters the morale of his fellow-worker.

Good Spirits Improve Work

"It isn't displayed only when the big issue arises. Not so very long ago there was the employer who barely grunted 'good morning' upon entering his office. An effusive greeting might tend to decrease his dignity. He reasoned that he must sufficiently awe his clerks so as to receive a maximum amount of work. He frowned upon anything that resembled 'being human.' The 'human employer' of these times knows that the cheery 'good morning' has the effect of sending the worker to his task with renewed avidity. The day begins with a feeling of good-fellowship toward the 'boss.' Each succeeding 'human act' strengthens that feeling, and the 'boss' soon becomes something bigger—a true pal. And who doesn't find pleasure in serving a pal? But the 'human employer' must have 'human employes.'

"Perhaps you've had occasion to refer to your employer as 'regular.' Are you trying to emulate the man you call 'regular'? Certainly you have the chance. Are you ready with a word of cheer and encouragement when a co-worker is inclined to be disheartened? Are you quick to 'pitch in' and lend a hand if he is hard pressed with work? Do you strive to keep yourself physically fit to do full jus-

Conductor J. F. Rogers

Mrs. J. F. Rogers

tice to your work and thus avoid annoyance to your employer? An affirmative to these questions proves that you are solicitous of the feelings of others and are 'human.' Beginning the day's work by earnestly endeavoring to do a little more than the allotted portion helps others and naturally increases your proficiency. It likewise brings recognition of the fact that you are 'human' and not an automaton, only capable of performing so much work—and no more. Of course the employer won't sum it up as 'being human' but will jot it down as 'proficiency.' And proficiency begets reward. Let's practice 'being human.' "

Andy has been in practically every branch of the profession, except burlesque, since going on the stage.

A New Way to Make Motorists Careful

A novel means of protecting automobilists at a grade crossing has been installed by the Northwestern about two miles west of Meadow Grove, Neb. From its appearance in the accompanying pictures it would seem that the crossing is "foolproof." It practically requires those driving automobiles to slow down and look in both directions before getting on the track. It has been demonstrated that stopping, looking and listening is the one sure prevention of grade-crossing accidents.

In carrying out the construction of these mounds, the Northwestern obtained the co-operation of the division highway engineers and the county road commissioners. The county did the grading, and the railroad furnished the signs and material. It is understood that the chief engineer of the Northwestern, who is a member of the grade crossing and trespassing committee of the American Railway Association, has recommended this type of crossing protection as a standard.

HELPED BUILD OUR LINE

S. D. Porterfield of Cullom, Ill., died at his home Monday, March 6. Mr. Porterfield was born near Pittsburgh, Pa., May 26, 1835, and came to Illinois in the fifties. He lived for a time near Freeport, later moving with his bride to Champaign. He helped build the Illinois Central from Rantoul to Centralia and was firing a wood-burning engine on the same line when the Civil War broke out. He twice volunteered his services to his country: first, at the call for ninety days' service, and then as a private in Company A, 7th Illinois Cavalry. After the war he engaged in farming near Sidney, Ill.

Some Economic Hallucinations Exposed

There's Nothing in "Cycle" and "Balance of Trade" Theories and Belief That World Is Poorer Since the War

By THEO. H. PRICE,
Publisher, Commerce and Finance

An address before the Rochester Association of Credit Men, Rochester, N. Y.

I HAVE been led to select "Some Economic Hallucinations" as my subject this evening because with every year and every day that passes I become more convinced that what we are depends upon what we believe.

I cannot claim originality for this statement. "Ye shall know the truth and the truth shall make you free" is a promise that has been echoing from the ages for nineteen centuries, but until very recently men have seemed to think that it applied only to religious and metaphysical truth and they have not attempted a scientific verification of the many dogmas and traditions that have come to be accepted as applicable to what we call business. The results are that the science of economics is far behind most others in its development and that many merchants, manufacturers and financiers who take a pride in calling themselves conservatives are in fact slaves of error whose servitude has made them cowards in the pursuit of truth.

We Are Weak in Economics

Probably because it was until recently assumed that a university training was almost a disadvantage to a business man the science of economics is comparatively young. Adam Smith's "Wealth of Nations," which was about the first book that attempted a scientific correlation of the phenomena of trade, was not published until 1776, and is still regarded by some as sacrosanct.

The collection of the statistics upon a knowledge of which the discovery of economic law depends is as yet but poorly organized, and the relation of psychology to prices and prosperity is an important field in which hardly a furrow has been turned.

Therefore it is not surprising that many mistaken theories should have come to be accepted by business men, and with three of them that are largely responsible for the present world wide depression in business I propose to deal tonight.

The first is the "cycle theory," which assumes an alternation of business prosperity and prostration and insists that because we have been successful for a time we must for a period be unsuccessful. The idea seems to be that human affairs are rhythmic; that pain succeeds pleasure, that plenty is followed by famine, that wealth presupposes subsequent poverty. It runs all through literature and is almost prehistoric. Many books have been written in support of the theory and elaborate diagrams have been drawn to prove it. Most people have surrendered themselves to it so completely that they often bring about hard times by vociferously insisting that they are due, and the agonizing deflation through which we have recently passed was, I think, largely attributable to the fact that some highly placed personages who had the power to make their prophecies come true were obsessed with a belief in the cycle theory.

Three Hallucinations

Three hallucinations are largely responsible for business depression. They are:

1. The belief that a period of prosperity must be followed by a period of depression.
2. The belief that the world is poorer as a result of the war.
3. The belief that we must export more than we import to be prosperous.

Fallacy of the Cycle Theory

From time to time in the past self-appointed seers have predicted the end of the world and if they were well enough advertised they spread terror throughout Christendom. Mackay's "Memoirs of Extraordinary Popular Delusions" is an old book that I keep by me and refer to whenever I find myself yielding to a theory that is in conflict with fact.

It tells of the epidemic of fear which spread over the nations when in the latter half of the tenth century a number of fanatics appeared in France, Germany and Italy preaching that the thousand years prophesied in the Apocalypse as the term of the world's duration would expire in the year 1000 and that the Son of Man would then appear in the clouds to judge the godly and the ungodly. The last judgment was to be held at Jerusalem, and in the year 999 the number of pilgrims proceeding eastward to the

Holy City was so great that they were compared with a desolating army. Most of them sold their goods and possessions before they started and lived upon the proceeds as they traveled. Buildings of every sort were allowed to fall into ruin. It was thought useless to repair them when the end of the world was so near. When the expected debacle failed to arrive some of those who predicted it were murdered, but this did not mitigate the distress of the disappointed pilgrims, most of whom were overtaken by the plague or died on the return journey. Numerous other similar, though less important, popular delusions are reported.

Belief May Force Bad Results

Mother Shipton, of whom we have all heard, was responsible for many of them, including a belief that London would be destroyed on a certain day, and many of her unfulfilled prophecies are still believed in the rural districts of England.

If it had been possible for those who predicted the end of the world or the destruction of London to vindicate their gift of prophecy by bringing about the things prophesied it is quite possible that they would have done so. The danger of the cycle theory of economics is that a general belief in it will bring about the hard times that it presupposes when as a matter of fact they are illogical.

For some mystical reason, probably because seven years of plenty were followed by seven years of crop failure when Joseph was in Egypt, a great many people believe that if we have seven years of prosperity nowadays the succeeding seven years will be a period of hard times.

Theo. H. Price

But how absurd this is. If we told a man that he would be ill for seven years because he had been in good health during the previous seven years we would be laughed at, and to argue that because a man had been wise for seven years he must be a fool for the next seven years is manifestly absurd. The presumption is all the other way. The probability is that a man who has been in good health will remain healthy, and sagacity of conduct for seven years is generally regarded as indicative of permanent success. Why should we assume that the reverse is true of the business community as a whole?

Cycle Theory Is Fatalistic

The cycle theory is also unscientific in that it is fatalistic. In every other department of human endeavor men have discovered and are discovering the natural laws that govern, and they are coming to realize that by obedience to these laws they may escape or ameliorate many hazards and ills hitherto considered unavoidable. By an ascertainment of the law of probabilities insurance has been made practicable and we can now protect ourselves against the insurable risks of life.

By the progress of medical research the death rate has been reduced, longevity has been increased and the epidemic spread of many diseases has become preventable. Most parents used to believe that all children *had* to have certain infantile diseases—measles, mumps, whooping cough and the like. We now know that with care these diseases are avoidable and that the boys or girls who escape them are stronger physically for their immunity.

In mechanics and dynamics wonderful progress is being made in the discovery of methods for the prevention of accidents or breakdowns that were hitherto thought to be unpreventable. The advance recently made in psychiatry is amazing, and Dr. Pearce Bailey, a distinguished neurologist who died in New York recently, told me a year ago that he was confident that the casualties of the war had been enormously reduced because the psychological tests to which the soldiers were subjected led to an elimination of the unfit and enabled those who were organizing the army to come nearer getting the

right man in the right place than ever before in military history.

How the Chickens Were Fooled

I wish that we had a department of psychiatry by whose findings we could be governed in the choice of both the rank and file of business as well as in the election of our legislators and public officials, and I hope that some philanthropic billionaire will shortly endow a sort of Rockefeller Institute for the scientific collection of economic data and the study and discovery of economic law. The suggestion may seem amusing, but it is seriously made, for Frank Vanderlip was right in saying that we are a nation of economic illiterates though we think ourselves the greatest business people in the world.

Meantime I urge you to discountenance the cycle theory. I really believe that the depression from which we are just emerging was largely the result of auto-suggestion induced by the cycle theory.

When I was a child I was told of a flock of chickens who were induced to keep looking upward because an old rooster went about crowing, "The sky's falling, Henny Penny." The wise old rooster was meantime eating up all the chicken feed on the ground. The story is, I believe, a nursery classic, but it is not without present value for the business men who have missed many opportunities because they have listened to the unscientific predictions of the pessimists.

But I have talked so much about the cycle fallacy that I haven't much time for the other two hallucinations of which many business men are in my judgment the victims today.

One of them I have called "The World's Illusion of Poverty." Your secretary suggested that I should make it the main subject of my address to you, but as I had already used it as the topic of two papers I preferred to give you something fresher. I shall therefore be very brief in dealing with the matter, but shall be glad to send copies of the papers in which it is discussed at greater length to anyone who may ask for them.

Is the World Poorer Since the War?

There is a widespread belief that the world is a great deal poorer as a result of the war and that its wealth is or was recently about 300 billion dollars less than on July 31, 1914. Just why this figure of 300 billion dollars has been chosen as a measure of the impoverishment I do not know unless it is because it about equals the total of the war debts created, reckoned in terms of the currencies in which the debts are payable at the gold value of these currencies. This is of course absurd. Germany's debt, for instance, is about 320 billion marks. Calculated upon the pre-war value of the mark in gold, which was 23.8 cents, this would be equal to $80,000,000,000, but at the current value of the mark, which is about ½ a cent, the German debt amounts to only $1,600,000,000.

But the debt has nothing to do with it. If all the public debts owed by the world's governments or their citizens to each other were forgiven and canceled the sum total of the world's wealth would not be affected by a millionth part of a cent.

Considering the world in its entirety and as a unit its wealth is not increased or diminished by the debts its integers owe one another or the paper money that they possess, but consists entirely of the things that men use or desire: namely, land and the unconsumed products of productive and constructive labor.

The world's stock of such things has not upon the whole been reduced by the war. In the United States we have more things and more productive power than before the war. The same thing is true of Germany, whose boast is that her manufacturing and agricultural equipment is intact and that pre-war production can be resumed as soon as a market can be found for it. Except for the few houses destroyed by air raids England's physical property is unharmed and her productive power has probably been increased. France and Belgium are about the only countries in which there was any destruction of physical property or things, and the value of the things destroyed is probably more than offset by the wealth elsewhere brought into being as a result of the war.

World's Wealth Shows Increase

In the United States, for instance, our merchant marine has been increased by ships that cost altogether three billion dollars and may now be worth one and a half or two billions. If an inventory of the world's things had been taken in June, 1914, and could be compared with a similar inventory taken today the comparison would, I am sure, show a very substantial increase in the world's wealth. A book upon the income of the United States just published under the auspices of the National Bureau of Economic Research estimates that our national income increased from 32½ billion dollars a year in 1914 to 66 billion in 1919, and while it is admitted that much of this in-

crease is due to the advance in wages it represents nevertheless a gain in the purchasing and productive power of the country.

The meager statistics thus far available seem to indicate that the same statement would be true of most of the other nations at war, and it is admitted that the wealth of the non-combatant peoples was greatly increased by the war.

But what, you may ask, has become of the waste of war of which we hear so much? Is it possible that the world can be richer than it was before the war, and after having devoted four and a half years to the destruction of life and property?

The answer and the explanation is that upon an average nearly all the products of human energy are consumed or wear out in seven years whether we are at peace or at war. About two-thirds of all the human energy that is productively employed at any time is devoted to the production of food, fuel, clothing and transportation. These are consumed or used almost immediately, and certainly within a year.

Production vs. Consumption

The remaining third is employed in the manufacture of machinery, the construction and upkeep of roads, railroads, streets, buildings, bridges, etc., the conduct of public utilities such as power plants and water works, and the administration of government, for which soldiers, policemen and public officials are required.

But it is very doubtful whether any of the products of human labor, except buildings, bridges and a few other structures that are called permanent, last more than seven years. Most machinery wears out and most roads and streets have to be remade or repaired after seven years of use, and, taking the mean between the milk that is instantly consumed and the skyscraper that may last fifty years, it is certainly true that the production of each seven years is but very little in excess of the destruction and consumption of that period.

The statisticians figure that in the United States our national wealth has increased during the present century at the rate of about 12½ per cent a year, but as this is largely due to the increase in the value of urban and agricultural land the statistics about bear out my contention. We have but little more than zero left after deducting the consumption and wear from the production of peace time, and we cannot have much less left after deducting the consumption and waste from the production of the war period, for less than zero is unthinkable. The only difference is that when we are at war we consume and destroy more than when we are at peace, but we produce more because more people are at work, as witness the fact that the ranks of industry during the war were largely recruited by employing women and men who had previously lived lives that were in an economic sense unproductive.

World Is Better Off Than It Was

My object in attempting this labored demonstration of what seems to me almost self-evident is to dissipate the gloom and lack of confidence that is engendered by the belief that the world is poorer than it was.

This is not true, and when we realize that it is not true and that the world is really better off than it was not only in things but in experience and the knowledge that we should acquire from experience we will feel more cheerful and be less inclined to yield to the illusion of poverty which discourages us and is largely responsible for the depression of spirit that leads to what we call hard times.

The third hallucination of which I would speak is one that is the result of what might be called the intensely nationalistic and individualistic view that we take of economic questions.

From the time that we became a nation until a few years ago we had always been in debt to Europe, and for this reason we got in the habit of thinking that we must export more than we imported in order to be prosperous. What we called a balance of trade in our favor was an indication that we were producing a surplus that we could use to pay our debts or the interest on them, thereby putting ourselves in a position to borrow more of Europe's capital for the development of our resources.

But now that we have become a creditor rather than a debtor nation this is no longer true, but the old idea persists nevertheless and it is constantly asserted that we cannot expect to prosper unless we continue to sell more than we buy. As during the last three months ending January 31, 1922, the value of our exports exceeded that of our imports by only 203 millions as compared with 1,254 millions during the same period a year ago, it is highly important that we should come to an intelligent understanding of the facts, as we may otherwise argue ourselves into believing that they connote a reduction in our foreign trade that is inconsistent with national prosperity.

Must Make Our Own Market

Therefore I take this opportunity to point out that it is absolutely impossible for us to

sell more abroad than we buy, spend or loan there, and that our ability to sell our surplus overseas depends upon our willingness to buy there, to spend there or to lend there the balances that are due us on account of the goods that are sold.

This, I think, is almost as self-evident as the axiom which asserts that the whole is equal to the sum of all its parts. It hardly needs elaboration, but it is nevertheless so at variance with the popular view of our foreign trade figures that I feel that it should be made plain upon every proper occasion.

To these three hallucinations the business depression through which we have recently passed is, I think, largely due. We expected a reaction and induced others to expect it by predicting it. We got what we predicted, mainly because we had predicted it, and when it had come we attributed it to the impoverishment of war, which is another fallacy.

Now that despite our pessimism things are commencing to look up again we are being told that we cannot prosper unless we accomplish what is commercially impossible by continuing to sell more than we buy and collecting the balance of the account in cash. In a wonderful book, called "Natural Law in the Spiritual World," written by Henry Drummond, it is suggested that mankind will attain immortality when it comes completely to understand and obey the natural laws for the transgression of which the penalty is death.

Much the same thing might be said with regard to economic law and our compliance with it.

When we understand it and obey it we shall no longer be subjected to the alternation of prosperity and prostration, of good times and hard times from which we have suffered so unnecessarily in the past, for "we shall know the truth and the truth shall make us free."

Mississippi Division Loses B. A. Talbert

Gloom was cast over the entire Southern Lines, and more particularly the Mississippi division, when, on the morning of March 2, word was received of the untimely death of Barksdale A. Talbert, supervising agent of the Mississippi division, in a hotel at Amory, Miss.

Mr. Talbert, who was en route to Brilliant, Ala., had retired early, leaving a call for 5 a. m. When he was called, no response was given, and investigation disclosed the fact of his death. He had been somewhat indisposed for a few months and had rested up a month during the early part of last year, but returned to work feeling much better.

Mr. Talbert was born October 4, 1872. He began his career with the Illinois Central as a ticket clerk at Winona, Miss., July 10, 1891, and was promoted to the agency at Holly Springs one year later. In 1897 he was promoted to agent at Winona, and was continuous in the service as agent at that point until May, 1920, with the exception of one year, when he was promoted to traveling auditor. Choosing his first love, however, he returned to his former position. May 1, 1920, he was selected as supervising agent of the Mississippi division, a position which he was filling with ability and distinction at the time of his death.

Mr. Talbert was married when a young man, his wife being Miss Belle Stone of Vaiden, Carroll County, Miss. This union was blessed

B. A. Talbert

with two sons, Joseph T. Talbert, 22 years old, who is now an ensign in the United States Navy attached to the U. S. S. Tennessee, and Clifford Barksdale Talbert, 20 years old, the second son, now a student in the State Agricultural and Mechanical College at Starkville.

There was no official on the Illinois Central System more highly esteemed than Mr. Talbert. His loyalty to the railroad, his home and his friends was the outstanding characteristic of his life. He was a member of the Baptist Church, of which he was an officer, a Royal Arch Mason, a Knight Templar, and a Shriner.

Funeral services were held at Winona with Masonic rites. Paul H. Murphy, Grand Master of Masons of the State of Mississippi, who officiated, was a personal friend of Mr. Talbert.

Friends and acquaintances from nearly all points on the division were present at his funeral, including General Superintendent J. M. Egan of the Southern Lines and Division Superintendent A. D. Caulfield and staff.

Editorial

AN EPOCH-MAKING DECISION

On February 27 the Supreme Court of the United States, in unanimous decisions handed down by Chief Justice Taft, upheld the authority of the Interstate Commerce Commission to require state passenger rates to be brought up to the level of interstate passenger rates, laws of the states to the contrary notwithstanding. The cases decided arose in Wisconsin and New York, where 2-cent state laws have been enacted. The Director General, during federal control, advanced these fares to 3 cents a mile, and his right to do so was sustained in the North Dakota Rate Case, decided in 1919.

The Interstate Commerce Commission, by direct order made in the Advanced Rate Case, 1920, advanced all interstate passenger fares to 3.6 cents a mile. In all of the states where these 2-cent laws prevailed the several state railway and public utility commissions took the ground that they were without authority to permit these state passenger rates to be advanced, in view of the laws of the state. When these cases were brought before the Interstate Commerce Commission, orders were entered commanding the railroads to advance state fares to 3.6 cents, to correspond with interstate fares. Litigation naturally followed, the Wisconsin and New York cases being selected for a test.

The Supreme Court decided the cases upon the broadest possible ground. Indeed, the decision is perhaps the most important in this field since *Gibbins vs. Ogden*—that great landmark of the law in which Chief Justice Marshall first asserted the nation's supremacy over the entire domain of commerce.

The importance of the decision is manifest when we consider that it deals with the provisions of Section 15-a of the Transportation Act. That section embodies the feature of the law which lays a mandate upon the commission to divide the country into rate groups, ascertain the value of railway property in each group, and so adjust the rates that the roads will earn a fair return upon that value. This piece of legislation marks a distinct departure in the matter of regulation, since here we find the first evidence, in recent times, of any tendency toward constructive or sympathetic treatment of these great highways of trade. Theretofore, the whole course of legislation had been repressive and restrictive.

Chief Justice Taft, in his very clear and strong opinion, goes straight to the heart of the question. Dealing with the Wisconsin case, he declined to uphold the Interstate Commerce Commission's order on the Shreveport theory, finding that there was not enough evidence as to discrimination between persons and localities to sustain a state-wide order condemning all the state rates. But upon the revenue theory, so called, the roads won a sweeping victory. The court explicity declares:

> The effective operation of the act will reasonably and justly require that intrastate traffic should pay a fair proportionate share of the cost of maintaining an adequate railway system.

This is the very essence of the decision. It is now settled law that the task of fixing a rate level necessary to earn adequate revenues is with the interstate body. When that level is fixed, the states must do their share by adopting for state rates the same level or one which will yield substantially the same revenue.

The court is at pains to say that there is still left power in the state commissions to make adjustments of rates as between themselves, as long as the general level of rates fixed by the national body is not disturbed and as long as the carriers' revenues are not substantially impaired.

Necessarily, the court dealt with the constitutionality of those sections of the Transportation Act directly involved—these being Sections 15-a, the rate-making clause, and 13, the state rate clause. The court found no difficulty in upholding these clauses as constitutional, upon the authority of the Shreveport Case, the Adamson Law decision, the Minnesota Rate Case and others of similar tenor.

A desperate effort is being made to persuade Congress to amend the Transportation Act so as to repeal this great constructive decision, so that chaos and confusion will again reign in the field of rate regulation. Indeed, the proposed legislation seeks to give the states supreme power over state commerce, thereby depriving the Interstate Commerce Commission

of power to end clear discriminations against persons and localities.

It is sincerely to be hoped that wisdom will rule the councils of the Congress on this important subject. The Supreme Court in its recent decision stated that approximately one-fourth of the revenue of the carriers was derived from state traffic. If the states are to be privileged to dominate the railway rates on one-fourth of the business by adopting forty-eight different systems of rates, while the national government regulates the remaining three-fourths according to its conception of what is just and reasonable, the plight of the roads will be sad indeed. Such a situation will not help the shippers of the country. Its only effect will be to prevent these national highways from functioning in an orderly way and from fulfilling their purpose as the chief arteries of commerce.

THE NATION'S RAILROADS

There is evidence that the future of rail transportation in the United States is beginning to awaken the public interest that it deserves by reason of its importance to the life of the Nation. Chambers of commerce, business organizations and civic bodies of all kinds are asking men who have made a study of transportation problems to talk to them about the railroads. The discussion has invaded the publication field extensively, and magazines and newspapers are devoting space liberally to informative and speculative articles and editorials on the subject. As a topic of conversation wherever men meet the railway question has out-lived numerous political and economic issues which have waxed and waned. Conferences are shot through with the interest awakened in the public mind as to how the Nation's railroads are to be administered to obtain that maximum of adequacy and economy so necessary to our economic welfare.

The most remarkable fact about the voluminous discussions which appear on every hand is the preponderance of constructive thought. The canting, reckless, uninformed and destructive criticism which found favor with the last generation is noticeable principally for the small amount of interest it creates. In its place there is an abundance of constructively critical analysis of the problems involved.

The railroads are cursed with too much regulation. Regulated rates, regulated costs, regulated earnings, regulated services and restrictions upon the freedom of managements in the exercise of the functions of management have combined to create an excess gross tonnage which the railroads are required to pull along in performing their vital services to the public. Their normal load has been increased by this mass of dead weight.

Two of the leaders among the railway executives have recently made striking statements on this subject.

President Markham of the Illinois Central System, in a talk before the Transportation Club at Peoria, Ill., December 8 last, said:

"The functions of management must be returned to the managements of American railroads. The railroads must continue to operate under public supervision, but that supervision must be under a broad, constructive policy. The powers of the public's agencies in the supervision of railway service must be better co-ordinated."

That eminent veteran of railroading, Howard Elliott of the Northern Pacific, speaking out of his forty-two years of service in transportation, declared in an article contributed by him to *The Nation's Business* for March:

"If there is one thing on earth that the railroads of this country need today, it is cessation of the interminable and never-ending investigations, first by one body and then another. Instead of being called upon to appear constantly before various bodies, sometimes about matters which have been investigated before, the managers of these great industrial properties should be given an opportunity to devote their entire time to serving the public and building up their business."

The constructive leaders are fighting shy of any course which promises to lead to government ownership or operation.

Secretary Hoover's testimony before the Interstate Commerce Commission, which was printed in the *Illinois Central Magazine* for March (pp. 25-28 and 120-122), contained this statement:

"No one with a week's observation of government railroads abroad or with government operation of industry in the United States will contend that our railroads could ever be operated as intelligently or as ef-

ficiently by the government as through the initiative of private individuals. Moreover, the welfare of the multitude of railway workers would be far worse under government operation."

Senator Albert B. Cummins of Iowa, chairman of the Senate Committee on Interstate Commerce, writing in *The Nation's Business* for March, declares that government ownership and operation may come to be the only solution of the railway question unless we succeed in carrying out the principle of consolidation of the railroads into a maximum of fifteen or twenty competing systems, and he adds:

"I want it to be understood that I am unalterably opposed to government ownership and operation of our railroads."

What is the railway problem of the United States? It is this, that a means shall be found for assuring that the railroads shall be able to continue to serve the public adequately and efficiently, earning a fair return upon the investment which makes them possible, a return that will permit the railroads to be developed in keeping with the growth of the Nation's business. Shall the accomplishment of that end mean that it will be necessary to turn the railroads over to the government to be operated, admitting that private management is unequal to the task? Shall it mean that the government must provide a subsidy from which the continuity of railway operation may be assured, admitting that we lack the courage to require railway traffic to pay the cost of transportation and prefer to assess the cost through taxation? Shall it mean that the government must underwrite the securities of the railroads and give them the backing of its vast resources, admitting that our plan of suppressive regulation has eaten away the foundation of railway security values and that we lack the courage to attack the cause instead of the effect? Or shall it mean that we as a Nation are going to take a broad, constructive view of the situation, admit our past errors in over-regulation, free railway managements of the restrictions which hamper and embarrass them in the performance of their work, strike the shackles off our foremost industry, and work out the salvation of the railroads in a common sense, American way?

Never before has there been presented the challenge to railway men which they face today. The empire builders of the last century had no bigger problems to face than those which their successors are facing today. In the final analysis, the public must look to railway men themselves for guidance in solving the problem of the Nation's railroads. The times call for statesmanship of the big, broad-visioned kind.

Success in railway work is going to demand of tomorrow's leaders that they know perfectly the technical phase of their work, and it is going to demand, in addition, that they be statesmen in all that the true meaning of the word implies.

SMOOTHING THE ROUGH SPOTS

It is easy enough to keep smiling when the course of life runs smoothly. It is when we come upon uneven ways and there are barriers and obstacles across our paths that we need to fortify ourselves with giving thought to the value of being pleasant.

Men and women who work for a railroad have trying circumstances without number to handle every day. To handle them properly demands an infinite amount of patience and tact. There come times when it is the human thing to do to "let go" and give way to our feelings. There are times when to do otherwise is more than can be expected of a harried individual. And yet, right there oftentimes is the dividing point between success and failure.

A person is not entitled to credit for giving a smile for a smile. A cheerful request cheerfully complied with is a case of like begetting like. An individual can claim credit only for returning a smile for a frown, for cheerfully responding to a demand gruffly or grouchily given. And a person who can go through a day smilingly performing his work under the most adverse circumstances is the person who is invaluable to an organization, and especially to an organization which depends upon the good will of the public.

A pleasant countenance is contagious. Put a grouch in the midst of a group of confirmed smilers, and watch the corners of his mouth turn up and the twinkle creep back into his eyes.

If we must be grouchy and unpleasant, let's all be that way at once. Let the President declare one day in three hundred sixty-five as a "grouch day" for the whole United States, and then our unpleasantness will not rob anyone else of his pleasure. But, until everybody de-

cides to concentrate his sourness into one 24-hour span each year, let us each resolve to do everything we can to change grouches and gloom into smiles and cheer. Because someone else radiates gloom is no excuse for us to reflect his countenance and send the gloom waves waving on.

But, after all, the real reason for meeting the ups and downs of life with a smile is not the social one, but a personal one. Not only does a person who spreads gloom rob the other fellow of a pleasant day, but he turns his own day from one of pleasure into one of unpleasantness. A smile rewards the smiler, as well as the person for whom the smile is meant.

Proved Eager to Save Company Property

M. A. Bouysou, general foreman at Gwin, Miss., writes as follows:

"I desire to make favorable mention of the unusual loyalty of one of our employes during the recent fire at Gwin, Miss., when our coal chute was damaged.

"Will Hoskins, negro machinist helper, lives at Westfield, Miss., making the trip daily to his work at Gwin. On January 25, at 6:25 p. m., our coal chute was discovered on fire. The alarm was given, and the employes responded promptly and without hesitation, performing whatever service was possible to reduce the damage. During this fire I noticed several instances where the spirit of willing co-operation showed the intensity of loyalty.

"While we were making an effort to get the fire under control, I observed this man Hoskins with others holding the nozzle. I inquired of him how he managed to be at Gwin. He replied that he boarded the north-bound train and came to Gwin to assist us in any way possible to save the property of the company.

"This man lives approximately four miles south of Gwin, and at the alarm of fire he made the effort to come to Gwin and boarded north-bound passenger train, No. 322, due at Gwin at 7:15 p. m. He remained with us at Gwin during the entire night. In my opinion his loyalty is worthy of more than passing notice. He has been in the service since 1902 and has proved a valuable and faithful employe, as in this instance. In his humble way he gave us the best there was in him and worked hard to protect the company's property."

J. M. Egan, general superintendent of the Southern Lines, wrote to Mr. Bouysou and to W. Wicker, general yardmaster at Gwin, as follows:

"Master Mechanic Roddie and Superintendent Quigley have called my attention to the interest manifested and activity taken by each of you and many of the other employes at Gwin in the interest of the railroad and protection of its property when the coal chute was recently burned at that point.

"I wish to take this means to thank each of you and to ask that you in turn express my thanks and appreciation to the other loyal employes who responded whether or not they were on duty and worked so loyally to protect the company's property."

Will Hoskins

PUBLIC OPINION

What the World thinks

THE BUS LINE

A company in Fort Dodge has put on a bus line connecting Fort Dodge with Sac City, passing through Manson and Rockwell City. This may be a strictly business proposition or it may be a plan to divert trade to Fort Dodge; whichever it is, it is perfectly legitimate so far as Fort Dodge is concerned, but it is a different matter with the outside public.

We do not see, with the splendid service which is maintained on the Illinois Central, how a bus can hope to compete between Manson and Fort Dodge; there is some chance between Manson and Rockwell City, but between Rockwell City and Sac the same condition exists as between Fort Dodge and Manson—good railway service.

This brings the matter down to a matter of public policy. Should the public build and maintain roads for the use of trucks and busses which compete with the railroads?

To begin with, if this country is to prosper, or even exist, it must have railroads. It has been shown that cheaper freight rates cannot be secured by encouraging unfair competition, or competition of any kind, but by a larger volume of business only can we hope to secure cheaper transportation. This being true, we are crippling the one thing we depend upon for existence, by encouraging unfair competition when we patronize the bus lines, and that is the railroads.

These bus lines have no money invested in rights-of-way, they pay for no upkeep of the roadbed and are a parasite on the public.

The cities have learned, by severe experience, that they must cut out the bus lines if they wished to maintain street railways, the one thing they must have to exist. In a lesser degree what applies to the cities in regard to street cars applies to the railroads in the country as a whole.

This paper has always maintained that one reason why we should not be taxed to build paved roads was that the public should not build roads for the special use of heavy trucks and busses. There is no reason why we should build roads for that class of traffic, and there are excellent reasons why we should not encourage and pay for such competition to the railroads, which we must have if we wish to maintain our present standard of living. No one wants to see this country checkered with abandoned railroads and the public forced to depend upon trucks and busses. If such a condition should be brought about, we would be closer to the old time stage coach days than to present day standards.—Manson (Iowa) *Journal-Democrat,* March 9.

JUDGE FLAYS LAWLESSNESS

One of the strongest charges ever delivered to a grand jury in Mississippi was voiced by Judge E. L. Brien of Vicksburg to the grand jury of Nashoba County at Philadelphia, at the opening of the court there recently. Judge Brien was sitting as special judge for the term, Judge Wilson of Philadelphia, who was recently elected to the office, having so many cases in court to be tried he could not serve.

Judge Brien, in the course of his remarks, said that only once before in his life had he ever considered a single crime of sufficient importance to be discussed in his charge to the jury. "But," he said, "the crime I have in mind is so dastardly and so far reaching in its effects that I shall break my rule." The judge then stated that the crime he had in mind was the shooting of negro employes on the G. M. & N. Railroad Company's trains in that county.

"It is not the crime," the judge said, "that alone prompts me. It takes no brave man to shoot a negro or a dog. But the man who shoots a defenseless negro while that negro is trying to earn an honest living will, when he feels like it, shoot you and me. If such is not stopped, one of us will suffer from the effects of this assassin's bullet whenever the shooting of us will prompt his selfish end."

In conclusion the judge asked if there was any man on the jury who felt he could not

comply with the law, and one man, while declaring himself a law-abiding citizen and anxious to see the law upheld, asked the privilege of taking advantage of the judge's offer to be excused.

The grand jury thus empaneled returned a true bill into open court during the week charging Albert Key and Dave Moore, two white men, with the murder of Henry Akers, a negro who was shot to death from ambush at the Burnside tank on the night of August 26, 1921. Key was formerly connected with the company in the capacity of extra brakeman. He was granted bail in the sum of $7,500, and Moore was released on bond of $5,000. Their trial will come up at the October term of court at Philadelphia.—*G. M. & N. News* (Gulf, Mobile & Northern), Mobile, Ala., March 10.

FEELING AND FIGURES

Roger Babson makes his living out of statistics. He has a staff busy with gathering figures about almost every industry under the sun. And yet Roger Babson said the other day that "the world is ruled by feeling, rather than by figures." The statement isn't remarkable except in connection with its author. Business men are in the habit of listening to Babson. Babson thinks if they would listen to that statement and apply it there'd be a deal more of business to consider.

"Hospitality," he says, "is the one thing which is unlimited in supply, can be manufactured for nothing and without expense, is in great demand and yields huge profits." By hospitality he means human kindness and thoughtfulness. With it he believes that any railroad in the country can declare dividends. He claims that the head of a railroad should have been trained at running a successful hotel. He says that if a hotel were run like the ordinary railroad it would be out of business in no time. But if the railroads furnished hotel hospitality they would make money by it. Hospitality is not merely expensive furnishings and elaborate service—it is willing and courteous and prompt service, as Babson interprets it.

He believes that it is the kind of service that the people are hungry for—the kind that they will cheerfully pay for when they get it. That is what he means when he says that the world is ruled by feeling and not by figures. We buy not in the cheapest market, but in the friendliest, he says. There's something in what he has to say, when you come to think of it.—Jackson (Miss.) *Daily News*, February 21.

DEFLATION

We hear and read much these days about a necessity for deflation and, as a first step in this, a demand for a reduction of wage rates and freight rates. Let us look into this a little.

Among the things that occurred as a result of a cataclysmic war was a world-wide dislocation of economic conditions that affected all peoples, savage and civilized. * * * * *

Now what is our home situation, and what is the sensible thing to do with a view to a restoration of relative prosperity for our own people?

It is to concentrate our energies on our own affairs. There is work for every man and every productive wheel in this country for the next ten years if we but direct our energies in that direction. Competent authorities assert that the railroads of this couuntry really need to expend one and one-half billions of dollars every year for the next ten years to re-equip themselves with locomotives and cars and trackway. Besides, they need enlarged or new terminals, bridges, safety appliances and like things.

Cities and towns and counties and states and the United States need to make large expenditures in order to serve the people under their respective jurisdictions with the comforts, conveniences and safeties for which purpose they are organized. To do these things means billions more of expenditure that would swell the number employed and furnish markets at home for nearly all we can produce.

The world needs, and for years will continue to need, the products of our farms, the milk and meats from our herds, the products of our forests and mines, and not a little also from our manufactories.

Now as to men, money and wages, products and markets.

There has been a considerable outgoing of men from this country to the lands of their birth—some of whom will return. Because of manifest abuses our immigration laws have placed wise restrictions on immigrants from other countries, so that hereafter the increase in number of workers, whether skilled or unskilled, will depend in large degree upon increase of our existing population. Because of more exacting education laws, now common in all the states, the annual increase in number of available workers promises to be greatly restricted as compared with what it has been during the last fifty years. This will be con-

spicuously the case in those employments that are attended by hazard to life or health. It foretells higher wage rates than in 1916. Besides, those who have had large experience in industry have observed that not many boys and girls who are graduates of the public schools will engage in manual employments that soil the hands and require the wearing of work-a-day garments. It is true that water is abundant and that soap is cheap, but we are dealing with human nature as it is, not as many would have it.

Economic confusions incident to a state of war, during which millions of men and hundreds of thousands of women were withdrawn from industrial and commercial activities, caused employers to bid high in wage rates. It is also true that, when measured by commodity values, the war-time wage rates were little higher than they had reached in normal "good times," but the psychological effect of figures to a majority of folk is unexplainable. Although a man might be able to buy as much in food and raiment with $5 as he did during the war time for, nominally, twice or three times as much, when you offer to pay him one-half or one-third less for his service—although the purchasing value of his day wage is as great—he will spurn your offer. His mind is set on the figures, not on the purchasing power of his dollar. This state of mind among workingmen in large part accounts for the antagonisms which proposed readjustments of wage terms develop; but the out-spewings of blatant advocates of Socialism and sovietism have also had a powerful influence.

What has been said applies not a whit less to employers than to workmen and workwomen.

During the war period huge profits were made on capital employed in mining, manufacturing and merchandising enterprises. Many plants' establishments were over-extended—many such extensions being paid for out of advance payments or loans made by the government. As there was before the war greater productive capacity than markets could be found for the products at home, and abroad at that time, so now, when the overseas markets are confused and credits are uncertain, it seems clear that we of the United States should concentrate energies on our own country. We must find use of these over-extended plants, mills and mines. Here are markets worth as much as all Europe's combined; here and in Canada and South America are markets hungry for every commodity we can produce, and more. In addition to our own products we annually buy the products of other countries to the value of over two thousand millions of dollars. Here is the place to concentrate upon. Here are billions of idle capital, millions of unemployed men and women, countless needs for the beginning of new and much needed enterprises. Why go gallivanting to the other side of the world when so much that offers reward for enterprise and industry is here at home? Let employers and employes get together as man to man—and agree to agree before they adjourn. Let them make the terms of agreement just and fair to both sides, and then observe faithfully the terms of agreement. Under such agreements agitators, Bolsheviki and all mischief-makers would "lose their jobs." No one has any right to more than justice, and "For Justice every place a Temple and all seasons Summer." Let us go!—Pittsburgh (Pa.) *Labor World,* February 16.

RAILROADS AND ROAD TAXES

The growing competition between motor vehicles and railway trains in handling transportation is giving rise to some new problems which will soon call for definite solution.

One of the most important of these is the question of taxing railway property for the benefit of good roads. A case in point is now before a court in Shawnee County, Kansas, and its outcome will be watched with interest by railway authorities and public officials throughout the country.

It appears that the County of Shawnee is constructing a concrete road and has designated the country lying adjacent to the new highwas as a "benefit district" upon which special improvement taxes are being levied. It happens that the new hard-surface road parallels the Union Pacific tracks for a considerable distance and the railway property is thus included in the "benefit district."

But the railway officials contend that, instead of being benefited by the road, the Union Pacific is seriously injured by it, since the new public road opens the way for strong new motor competition. It is their contention that the new concrete road will take away much of the railroad's short haul business, both passenger and freight, and they insist that it is unfair to tax them to build up a competitor which will naturally deprive them of business.

The contention of the railroad in this particular instance appears logical. The railroad was built by private capital and is maintained

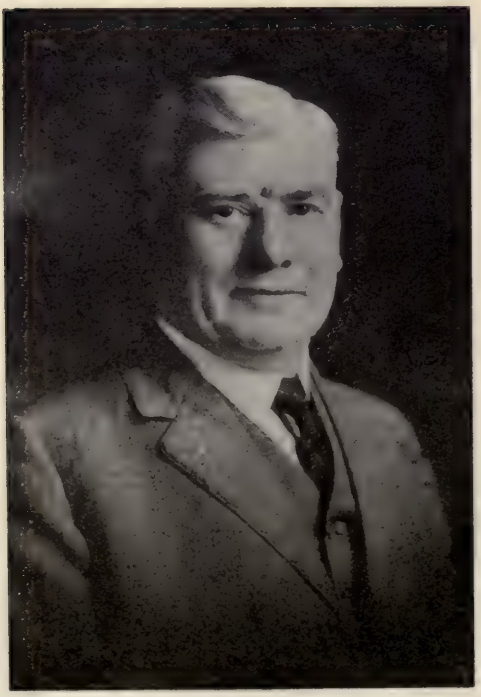
and operated by private capital. Its competitor, the hard-surface road, is built and maintained by the public. The motor vehicles operating on the concrete road are, of course, privately owned, but they are using public property and pay only a nominal fee for its use. As a part of "the public," the railroad is expected to pay its share of the taxes to keep up the road, yet by so doing it helps to kill its own business.

This particular case is difficult by reason of the fact that a "benefit district" was created for special taxation. Where counties act as units in appropriating funds for road building, the railroads running through such counties have less complaint against paying taxes for good roads. But as competition increases between railroads and hard-surface roads, we may be sure that the question of how much railroads should pay towards the maintenance of their competitors will become a lively issue. —Houston (Texas) *Post*, February 20.

Indiana Division Loses General Foreman

Thomas R. E. Miller, general foreman for the Illinois Central at Evansville, Ind., who died January 21, was born July 1, 1863, at Salem, Ind. He was graduated from grammar school at Champaign, Ill., and attended high school at Brockton, Mass., two years.

He entered the Illinois Central shops at Champaign, Ill., as a machinist apprentice March 1, 1880, and finished his last year of apprenticeship at Weldon shops, Chicago. He was sent to Springfield, Ill., as roundhouse foreman in 1886 and was transferred to Amboy, Ill., in 1888. He left the Illinois Central in 1893, going to the Nickel Plate Railroad, transferred in 1894 to the Denver & Rio Grande Railroad at Pueblo, Colo., and returned to the Illinois Central at Memphis in 1898 as roundhouse foreman. He was transferred late in the same year to East St. Louis. He returned to the Denver & Rio Grande in 1901 at Helper, Utah, remaining until 1905, when he returned to the Illinois Central at Evansville. He remained there as general foreman until his death, completing sixteen years and eight months of service in one shop. Of the forty-two years of his railway life, he served thirty-three years with the Illinois Central.



Thomas R. E. Miller

Mr. Miller married Miss Margaret Binns at Amboy, Ill., in 1894. He is survived by his widow and three sons, Paul E., Warren H. and Howard L.

The large number of floral offerings at the funeral signified the many friends Mr. Miller had made during his lifetime. His wife and family lose a good husband and father, and the Indiana division at the same time loses a valuable employe who will be greatly missed.

BACK TO NORMALCY

The management has received the following letter from Max Neuberger, 64 West 23d Street, New York City. Writing from Chicago, he says:

"This expression of appreciation is prompted by the splendid running time of the Seminole Limited on which we arrived from Florida this morning at 8:45 on the dot.

"The dining car service was splendid and courteous; the train crew, ditto. Having made thirteen annual trips to Florida and several to the Coast, I am in a position to applaud when applause is due.

"We are surely getting back to 'normalcy' in railway travel, and your road is doing its share."

Panama Limited Chef Gives Recipes

STERLING WILLIAMS, whose cooking has pleased the palates of thousands of travelers on the Panama limited, is justly famed as one of the best dining car chefs in the service of the company. Chef Williams was born October 12, 1863, and served as a cook eighteen years at the Merchants Hotel, Pensacola, Fla., under Captain Kryger, before coming to the Illinois Central. He is an expert, particularly, in Southern cooking.

At the risk of offending the Home Division by encroaching on its field, we present herewith some of Chef Williams' best cooking suggestions.

How to Tell Good Fish

Unless perfectly fresh, fish is unfit for use. Care should be taken to see that the gills are bright and red, the scales shining, the eyes clear and the flesh firm and free from any unpleasant odor.

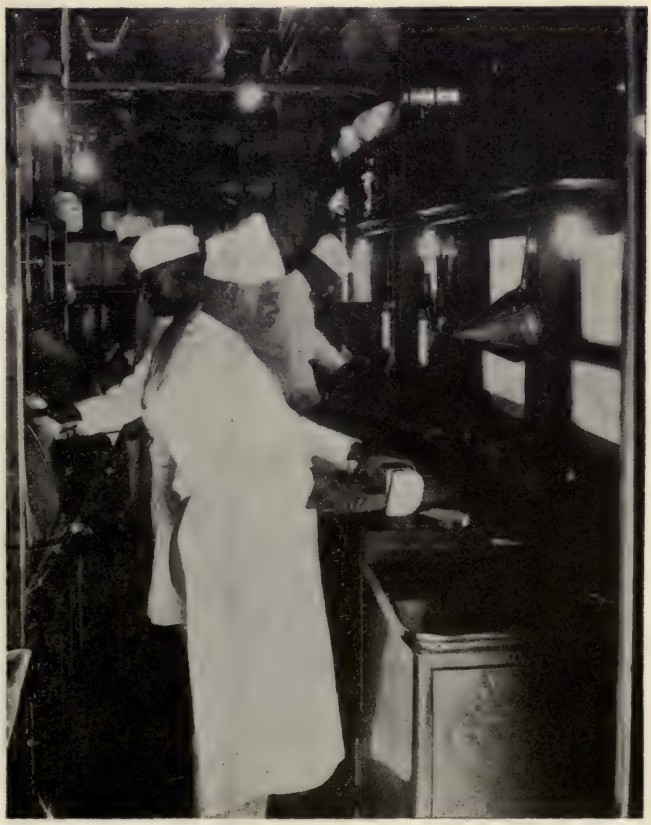
In the New Orleans fish market, the vendors generally clean and scale the fish if requested to do so, but this cleaning and scaling is not to be entirely depended upon because it is rarely thorough, only the heavier scales and entrails being removed. On being brought home from the market, the fish should be immediately rescaled and thoroughly cleansed and washed without soaking in water. It is far better to let the water run over the fish, for thus the smallest particle of blood is removed. This is important in order to have a good, wholesome, savory dish. Then sprinkle the fish on the inside with salt, and set it in the ice-box. If this is wanting, put it in a very cool place, but it is always best for it to remain on ice until ready to use, especially during the summer.

Crab Gumbo

Needed: A dozen hard shell or soft shell crabs, 1 onion, 6 large fresh tomatoes, 2 pints of okra or fifty counted seeds, 1 bay leaf, 1 sprig of thyme or parsley, spoons of butter, salt and cayenne to taste.

This is a great fast day, or "maigre," dish with the Creoles. Hard or soft shell crabs may be used, though more frequently the former, as they are always procurable and far cheaper than the latter, which are considered a luxury.

Crabs are always sold alive. Scald the hard shell crabs and clean, taking off the "dead man's fingers" and the spongy substances and being careful to see that the sand bags on the under part are removed. Then cut off the claws, crack and cut the body of the crab in quarters, season nicely with salt and pepper,



Kitchen of dining car No. 4000, Panama Limited. From front to rear: Chef Sterling Williams, Second Cook W. Reynolds, Third Cook A. Anderson, Fourth Cook A. Aaron.

put the lard into the pot and, when hot, throw in the bodies and claws. Cover closely, and after five or ten minutes add the skinned tomatoes, chopped onions, thyme and parsley. Stir occasionally to prevent scorching. After five minutes add the okras sliced fine and, when well browned without the semblance of scorching, add the bay leaf chopped fine and the juice of the tomatoes. Pour over it about two quarts and a half of boiling water, and set back on the stove and let it simmer well for about an hour, having thrown in the pepper pod. When nearly ready to serve, season according to taste with cayenne pepper and added salt. Pour into a tureen and serve with boiled rice. This quantity will allow two soft shell crabs or two bodies of hard shell crabs to each person.

Lemon Meringue Pie

Needed: 1½ cups of milk or water, 1½ cups of white sugar, 3 eggs, 1 tablespoonful of flour or cornstarch, 2 tablespoonfuls of powdered (white) sugar, the juice and grated zest of 2 lemons.

Have ready the pie pans with the baked crust. Beat the sugar and yolks well together and add the juice and grated zest of the lemons. Blend the flour and milk gradually, and pour it through a sieve into the eggs. Mix thoroughly. Fill the lined pans with this and set in the oven to bake for twenty or thirty minutes. Add gradually three tablespoons of powdered sugar to the whites of the eggs, beating steadily all the time, and when it is all absorbed, beat it to a stiff froth. Place this over the top of the pie by spoonfuls and then smooth lightly with the spoon. Place in the oven to let it brown.

This is a delicious pie.

Pecan Pralines

Needed: 1 pound of brown sugar, ½ pound of freshly peeled and cut Louisiana pecans, 1 spoon of butter, 4 tablespoonfuls of water.

Set the sugar to boil. As it begins to boil add the pecans, which you will have divested of their shells and cut some into fine pieces;

Dining car No. 4000, on the Panama Limited, all ready for the invasion of hungry diners at noon at Chicago. In the picture are shown, left to right, Steward I. Greenberg and Waiters H. Pierce, E. Dedeaux, C. Williams, G. Meriwether and J. Blouin.

Cooks, dining car No. 4000, Panama Limited, left to right: Chef S. Williams, Second Cook W. Reynolds, Third Cook A. Anderson, Fourth Cook A. Aaron.

others into halves and others again into quarters. Let all boil until the mixture begins to bubble, and then take it off the stove and lay it on a marble slab to dry. Be careful to stir the mixture in the recipe constantly until the syrup begins to thicken and turn to sugar. Then take it from the stove and turn it on the marble slab. Use just sufficient water to to melt the sugar. One pound of unshelled pecans will make a half pound of shelled nuts.

Our New Master Mechanic at Centralia

The photograph herewith is of C. M. Starke, recently appointed master mechanic at Centralia, Ill., St. Louis division, to succeed J. W. Branton, deceased. Mr. Starke entered the employ of the Illinois Central as a clerk in the master mechanic's office at Water Valley, Miss., April 18, 1891. From 1893 to 1897 he served an apprenticeship in the shops. He served as a machinist and gang foreman until September, 1901, when he was appointed night roundhouse foreman. From June, 1902, to 1905 he served as day roundhouse foreman, and then until 1909 as erecting shop foreman.

In April, 1909, Mr. Starke was transferred to the Indiana Southern as general foreman at Indianapolis. From September, 1911, to September, 1912, he was general foreman at Champaign, Ill. Then he served a year as master mechanic of the Mississippi division at Water Valley, and then four years as master mechanic of the Louisiana division at McComb.

In November, 1917, he resigned from the service of the Illinois Central to go to the Missouri, Kansas & Texas as superintendent of motive power. After a few months in that position, he became supervisor of locomotive maintenance in the Allegheny region for the United States Railroad Administration, continuing in that capacity under Regional Director Markham and later under Regional Director Baldwin. At the close of government

control, in March, 1920, Mr. Starke returned to the service of the Illinois Central. He was assigned to special duties in the office of the general superintendent of motive power and remained there until March, 1922.

Illinois Central System Shows Railroads Are Growing Safer Constantly

The railroads have been making an excellent record in the reduction of fatalities. The reason for this is to be found in the fact that railway men have been trained to give safety precedence over all other things. To them the most familiar rule in the standard book of railway rules reads: "In case of doubt or uncertainty, the safe course must be taken." While railway traffic has greatly increased in recent years, fatalities on the railroads have been decreasing. The Interstate Commerce Commission statistics on this subject for 1921 are not yet available, but the number of fatalities in 1920 was the smallest in twenty-two years, although 1920 was a record year for heavy traffic. The following comparisons with 1911, covering a 10-year period, tell their own story:

Year	Ton Miles Per Cent Increase	Passenger Miles Per Cent Increase	Total Fatalities Per Cent Decrease
1912	4.1	0.2 Dec.	1.8 Inc.
1913	19.2	4.1	5.5 Inc.
1914	14.0	6.2	0.8
1915	9.6	2.5 Dec.	17.1
1916	45.1	5.4	9.9
1917	57.9	19.7	3.0
1918	62.3	29.5	10.7
1919	45.8	40.4	32.9
1920	64.1	42.4	33.1

In 1920 the railroads carried 16,239,774 passengers to each passenger fatally injured in a train accident. The reader will better appreciate this comparison when it is understood that to load 16,239,774 passengers into 70-foot coaches having a capacity of eighty-eight passengers each would require 184,542 coaches, which would make up a train 2,446 miles long. Trespassing and automobile grade-crossing accidents contribute heavily to the fatalities on the railroads. In 1920, trespassers fatally injured numbered 2,166, while occupants of automobiles fatally injured numbered 1,273. Together these accounted for nearly one-half of all the fatalities on the railroads during the year. Not many would believe that there are nearly as many persons

accidentally drowned in a year as are fatally injured on the railroads. The following table lists some of the commoner causes of fatalities in the United States in 1920:

Cause	Rate Per 100,000 Population
Falls	**12.3**
Automobiles	**10.8**
Burns (not conflagrations)	**7.9**
Railroads	**6.6**
Drownings	**5.9**

The table below shows that the Illinois Central System has maintained its position among the leading railroads in serving the public with transportation and, at the same time, that the fatalities on its lines have decreased in number substantially, the comparison being with 1911 and covering a 10-year period:

Year	Ton Miles Per Cent Increase	Passenger Miles Per Cent Increase	Total Fatalities Per Cent decrease
1912	**3.6**	**1.9 Dec.**	**12.9 Inc.**
1913	**20.2**	**1.0 Dec.**	**11.0 Inc.**
1914	**19.2**	**1.1**	**1.8 Inc.**
1915	**24.4**	**9.2 Dec.**	**19.0**
1916	**45.6**	**3.2**	**34.7**
1917	**78.5**	**19.2**	**10.4**
1918	**99.3**	**24.6**	**15.3**
1919	**63.6**	**38.6**	**27.3**
1920	**113.4**	**43.0**	**30.7**

The number of fatalities on the Illinois Central System in 1921 was the smallest in twenty-four years. In the road service of the Illinois Central System there has not been a passenger fatally injured in a train accident in more than four years. In the suburban service at Chicago, only one passenger has been fatally injured in a train accident in the entire history of this service, which was established in 1856 and which has grown until it now handles nearly **thirty million** passengers a year.

We believe the public will agree with us that the handling of a heavier business with a smaller number of fatalities is a barometer of railway efficiency. The Illinois Central System pledges renewed effort toward rendering to the public a transportation service of safety and satisfaction, and asks the co-operation of the public.

Constructive criticism and suggestions are invited.

C. H. MARKHAM,
President, Illinois Central System.

Success Secrets

WHAT is the secret of success?" asked the Sphinx.

"Push," said the Button.

"Never be led," said the Pencil.

"Take pains," said the Window.

"Always keep cool," said the Ice.

"Be up to date," said the Calendar.

"Never lose your head," said the Match.

"Make light of your troubles," said the Fire.

"Do a driving business," said the Hammer.

"Don't be merely one of the hands," said the Clock.

"Aspire to greater things," said the Nutmeg.

"Be sharp in all your dealings," said the Knife.

"Find a good thing and stick to it," said the Stamp.

"Do the work you are suited for," said the Chimney.—SELECTED.

Quick Lunch

Pig and a hen chatting together on the railway tracks.

Toot-toot!

Ham and eggs.

—*American Legion Weekly.*

In Railway Language

Mrs. Carr had the usual good old-fashioned Irish family, and when the ninth one arrived a neighbor lady came in to felicitate, and said: "Well, Mrs. Carr, I see you have another little Carr."

"Yes," she says, "an' sure it's hopin' I am it's the caboose."—R. O. F.

Good for Live Stock

Alfred P. Thom, now general counsel for the Association of Railway Executives and one of the ablest railway lawyers in the country, got his first training in this kind of work representing a road in Virginia. During his first year on the job he was amazed by the number of claims filed against the road by farmers for the destruction of cattle. There seemed to be hardly a man in that part of the state whose cow or steer had not wandered on to a railway crossing and been struck dead by a locomotive.

After this had gone on for a long time, a ragged old fellow came in one morning claiming a hundred dollars for the death of a heifer. The price was out of all reason, and Thom knew it as well as the farmer. They argued at length.

"Oh, I see!" Thom burst forth at last. "Down here in Virginia nothing so improves live stock as crossing it with a locomotive!"

—*Popular Magazine.*

Tillie Understands

"I See" by the Minnesota division news for February that an engineer broke his leg while attending a dance recently. Shaking a wicked hip, eh?—TILLIE THE TYPIST.

Unc' Num's Comment

Boss Man ax me whu is de bes' part er de hog, en Ah ax him is he talkin' 'bout spar'ribs er chitt'lin's.

The 5:28

(As Charles Dickens would have written it.)

Toot, toot, we're off. Stone wall to right, empty coaches to left. Van Buren St., scramble for seats. Conductor, "12th St., Central Station"; Flagman, "Park Row, Central Station, Roosevelt Road." Take your choice. Darkness, train shed, Lake to left, beautiful barns to right, Fort Dearborn Massacre, printing shops, coal yard, breweries without the smell, hospitals, $30 flats, $40 flats, $60 flats, $75 flats, $125 flats, $200 flats, Hyde Park hotel group, John D's Park. Sixty-third St.,

Engine No. 1451

first stop, wise birds alight, Harvey and Homewood commuters pile on. Grand Crossing a blur as old 1451 does 75 m. downhill. Swish, roar, three seconds to pass under Pa. and Lake Shore tracks. Prairie to right, side door Pullmans to left. 103d St. station, tired business men and flappers awake with start. Pullman, shops to left, Bartlett's money moon to right. Kensington, old 1451 stops for a drink as we hike for home and supper.—ROSELAND (W. E. D.) in A LINE o' TYPE OR TWO, *Chicago Tribune.*

Ye Flapper

What is a flapper, and why is a flapper? A flapper is a young girl who puts in most of her time looking about to see who is looking at her. She is a flapper because she has nothing else to be. Her work is usually finished before it is begun. Just because she has been named "flapper" does not signify that she is not a good little girl. The word is a sporting term, and means a young duck, but the present and better-known adaptation came into fashion in England a few years prior to the war, at the time, to be exact, when the school girl, tired of remaining bottled up in the background until her mother saw fit to draw the cork, began resolutely to shoulder her elder sister aside in a determination to taste, over-early, the whirl of pleasure. The young and giddy male, at first uproariously scornful, turned to the indignant elder sister and, contemptuously whisking the schoolgirl's bobbed hair, remarked: "Why, she's nothing but a flapper."

The flapper tossed her head, but she continued to flap, strutting up and down the seaside and boulevard promenades in knitted silk sport coat, diminutive hobble skirt, and wielding her swagger stick, and, sad to relate, in a short time the elder sister found herself basely deserted.

It would thus seem that the genuine flapper comes between the ages of, roughly, 15 to 18.

Men, here's the way to escape the sidewalk siren:

She passes you by, holding her bobbed head high in the air, thinking you are going to make a break and say something to her—but take my word and don't do it.

Just after she has passed you, hear her: "Gee, but he's a conceited bird. Wonder why he didn't notice me?"

(Scene changes to next day.) She again sees you coming down the avenue. This time she relaxes her selfish impulse and doesn't hold her head quite so high or walk quite so gracefully as she did the day before. She swishes by—don't utter a word, men—because up at the next block she is bawling you out for not making a wise crack at her, and is also at the same time kicking herself for being a failure. But just hold on—you will see her again next day.

(Scene three—third day.) She has tried every means to draw your attention and has

failed miserably. She murmurs to herself: "This is one guy who doesn't fall as easy as the rest. Gee, but I'll bet he's a cave man! And I just adore that kind—etc., etc." Her cheeks are flushed this time—she does not walk quite so briskly as before, and her diminutive brain fails to function during these few seconds that are required for the two to pass. Unconsciously she drops both her gloves—there's your chance, men—but keep the faith.

Walk up to her and, "Oh—h—h—h, you scared me," she chirps. "I wouldn't have lost them for anything, as Uncle Ed sent them to mother from Despair."

But, gentlemen, while you are negotiating this proposition, don't let your sweet patootie see you walking with that Flapper or your name is MUD with her next Wednesday night!

As a friend of mine once remarked: "A flapper is a female cake-eater." Judge Martin also added his wits to the dominating epidemic of bobbed hair when he said, "Short hair denotes an abbreviation of the brain."

Don't waste your legs running after a flapper—you'll need them to kick yourself with afterward.—C. M. S.

But He Got On Somehow

"Does this train make any stops between here and Philadelphia?" asked a rather ragged passenger who had come aboard at New York.

"None whatever," replied the conductor with pride. "This is a through express—wouldn't stop for anything."

"That's all right, then," returned the passenger, settling back in his seat with a relieved air. "You can put me off when we get to Philly. I haven't any ticket."—*American Legion Weekly.*

Chicago Etchings: The Engines

Portly fellows, sedately smoking; busy black ants in frenzy; lean, graceful hounds of the rails; gossipy sisters, hissing and glaring; black bulks, wheezy tramps, diseased reprobates, old-maidish slatterns; knights of the road, white-plumed and trembling with lust for speed and the smart of the wind. The vibrant language of bells. The speech of whistles deep in the night. Hot oil and the smell of steel bodies. Black breath wickedly belched at innocent towers. Sulphurous souls of symbolic steam, vindictive cinders and derisive snorts. Play things and persecutions.—NEWCOMER in FROM PILLAR TO POST, *Chicago Evening Post.*

Good Old Memphis

In transmitting the following verse to the Memphis (Tenn.) News Scimitar, L. S. Pope, general manager, state board of administration, wrote: "Enclosed you will find a piece of poetry written by one of our prisoners at the penitentiary. This being a characteristic euology on the city of Memphis, I thought you might be interested to get it." The verse was written by Willie Pearson, alias "Sitting-up-straight."

—1—

De days am sad and dreary,
Dis Eastland sho am black and cold.
Mah heart feels lonesome like, weary—
Like a lamb what's lost from out de fold.
If I wus jist back down in Dixie,
In de land o' cotton, whar I uster be—
Jist once more back in Memphis,
Good old Memphis, Tennessee.

—2—

White folks, I was bawn in Memphis,
And done live dere all my life,
Dat's whar I buried my mammy,
And dat's whar I married my wife.
I got friends dere by the dozen—
White and black—to stan' by me,
If I could make it back to Memphis,
Good old Memphis, Tennessee.

—3—

I heerd dem nigger strangers talkin'
Bout de wages I could get—
If I'd go up North long wid 'em;
So, like a fish, I up and bit.
How long go wuz it, nigger?
Lawsy mussy, limme see—
Marse Ed Crump wuz mayor of Memphis,
Good old Memphis, Tennessee.

—4—

Cose sometimes I gits a letter,
Telling me de latest news,
An one fool nigger up and write me—
Memphis folks done cut out booze.
Cose I knows he's tryin' to string me,
But I'se got sense nuff to see
Dat such as dat don't go in Memphis,
Good old Memphis, Tennessee.

—5—

I wish dem niggers, down on Beale street,
Could jist haf no de fix I'm in,
Dey'd jist git up one more crap game
And up and send me what dey win—
Nuff to buy a one-way ticket,
Dat's jist all 'twould take for me,
Jist to git me back to Memphis,
Good old Memphis, Tennessee.

—6—

I kin hear dem niggers strumming
On de banjo soft and low,
An' a comin' down de river—
I can hear Kate Adams blow.
She's due now, now at de landin',
And I'm blue as I can be,
Cause I, too, am due in Memphis,
Good old Memphis, Tennessee.

—7—

When I goes to church on Sundays
An' hear de preachin' and de songs,
I ax de Lord for jist one thing—
To git me back whar I belongs.
An' when Gabriel toots his trumpet,
An' de las' day dawns for me,
Jist to let me die in Memphis,
Good old Memphis, Tennessee.

—8—

An' when I gits to heaven,
An' a passin' down de line—
To view dem glory mansions,
All made up of stuff dat shine—
I'se gwine to tell mah Marster,
If tain't no place for me—
He can send me back to Memphis,
Good old Memphis, Tennessee.

Five Old-Timers of Our Indiana Division

List Includes Agent, Chief Accounting Clerk, Section and Blacksmith Foremen and Bridge Carpenter

THE Indiana division of the Illinois Central System has five men in service who have been employed for a total of 211 years, or an average of 42.2 years each. Three of these men entered the service on that line when it was the Peoria, Decatur & Evansville Railroad, and continued their work when the road was purchased by the Illinois Central.

Milton Dorsey, agent at Mattoon, Ill., heads the list with forty-seven years of service. He is eligible to be placed on the pension list, but his retirement has been indefinitely postponed, much to his pleasure. A. C. Wilcox, chief accounting clerk at Mattoon, has been in the service forty-two years, and says that he has spent most of that time at figures. August C. Krietemeyer helped construct the P. D. & E. near Armstrong, Ind., in 1880, and has continued in section service in that district since. C. T. Miller, blacksmith foreman at Mattoon, entered the service of the P. D. & E. in 1881. He started his training as a blacksmith when he was 10 years old. Charles F. Buchanan, bridge carpenter, is said to have bored 3,000 miles of holes during his forty years of service both with the P. D. & E. and the Illinois Central.

Still at Work and 71 Years Old

Milton Dorsey, agent at Mattoon, Ill., known because of his courtesy as "the Chesterfield of the Indiana division," passed his seventieth birthday April 1, 1921. Mr. Dorsey has served the Illinois Central Railroad continuously for forty-seven years.

His first employment with the company was as baggageman and check clerk at El Paso, Ill. He remained in that position six years and made many friends among the railway employes. One of his best friends was Conductor Brinkman.

Burton E. Nichols, deceased, was the agent at Kankakee, Ill., then. Mr. Nichols had expressed his need for a ticket clerk at Kankakee, but it was some time before the company gave him authority to employ one. Conductor Brinkman heard that Mr. Nichols was in need of a ticket clerk, and told him that he knew of a young man who was deserving of the position. Mr. Brinkman told the agent of young Dorsey, baggageman and check clerk at El Paso, and it was not long before the young man was employed in Kankakee as yardmaster. This was a temporary position in order that Mr. Dorsey would be available when the time came that he could be made ticket clerk. It was four months before Agent Nichols was able to employ a ticket clerk, but at the end of that time Mr. Dorsey was given the position.

Formed a Life-Long Friendship

A life-long friendship between Mr. Nichols and Mr. Dorsey was born in the ticket office at Kankakee.

Mr. Dorsey's efficient work soon attracted the attention of the railway officials, and at the end of five months he was appointed agent at Chebanse, Ill. He had been there five years when he was made the acting agent at Gilman, Ill. After a year at Gilman, Mr. Dorsey was offered the agency at Effingham, Ill., and at Chebanse. He accepted the latter, and remained there two years. At the end of that time, he was transferred to Odin, Ill. He had been the agent at Odin but one year when he was called to Paxton, Ill., to relieve the agent there for six months. He remained as agent at Paxton for twenty-two years. July 16, 1914, Mr. Dorsey was transferred to Mattoon, Ill., as agent ,and he retains that position today.

Mr. Dorsey smiles when he recalls the freight trains of his early days of railroading. The longest trains were only twelve cars, and the speed was about fifteen miles an hour. Later, when the large yellow cars with the red cross on their sides were brought into service they were considered monsters. These new cars had a capacity of 30,000 pounds, while the old cars would carry only 24,000 pounds.

Agents Had the Keys to the Cars

In those days the agents were the only persons who could get into the freight cars. Each agent had a key, much like those used on skates today, with which he could open the door.

Mr. Dorsey's early experience as an agent was different from that of today, he says. His first salary was $40 a month, and he worked fifteen hours almost every day.

His son, R. B. Dorsey, was freight-house

foreman at Mattoon for six years. He is now in Phoenix, Ariz.

Mr. Dorsey has been a valuable employe of the Illinois Central System, and the indications are that he will give several more years of good service.

A Lifetime Spent at Figures

A. C. Wilcox, chief accounting clerk at Mattoon, has spent the greater part of forty-two years of his life at nothing but figures for the Illinois Central Railroad, he says. He entered the service of the company in April, 1880, as baggageman at Springfield, Ill., when he was 19 years old. His older brother held that position before him.

In 1887 Mr. Wilcox became accounting clerk in Superintendent T. J. Hudson's office, and his ability won for him the promotion to chief clerk the next year. The superintendent's office was moved to Clinton in 1893, and Mr. Wilcox remained in that city as chief clerk until 1903, when he was transferred to what was then called the Freeport division as chief clerk to the superintendent.

Made Chief Accountant in 1908

After he had been in Freeport but two months, he accepted a position as chief clerk to the assistant general superintendent. He was given this position on account of the illness of the former chief clerk, and was relieved four months later when the chief clerk returned to work. Mr. Wilcox was then transferred to Clinton as accountant, but was there only a short time when he was sent to Mattoon as chief clerk to Superintendent R. B. Starbuck. That division was then called the Peoria division.

Mr. Wilcox remained as chief clerk on that division until March, 1908, when he became the chief accountant at Mattoon. He has continued in that position since.

Mr. Wilcox says that in his early days as chief clerk there were no trainmasters. The chief clerk had the most of that work to do. When he was chief clerk on the Springfield division he also had the duties of roadmaster to perform for a long time.

Helped to Build the P. D. & E.

August C. Krietemeyer, section foreman at Martin, Ind., has been in the railway service in that neighborhood since the line was first constructed. He was born June 17, 1862, on a farm near Armstrong, Ind.

When the P. D. & E. started construction of its line between Armstrong and Summit in 1880, Mr. Krietemeyer drove a team to a scraper. The owner of the team received $3 a day, and Mr. Krietemeyer was paid $1.25 for driving it. He rather liked his introduction to the railway work, and the next year, when the line was completed, he obtained a position on the section near Armstrong. His salary was increased to $1.45 a day. At that time, the section foreman's salary was $50 a month, he says.

Mr. Krietemeyer proved himself to be such a valuable man to the P. D. & E. that he remained as a laborer only two years. At the end of that time, he was made a section foreman. He attributes his promotion to an incident that happened during the latter part of the first year of his employment as a laborer.

How He Won Promotion

There were eight men on the section at Armstrong. In those days the ballast was mud, and the track had to be raised frequently to fill in under it. Raising the track then was much more tedious than now. It was pried up with long poles.

Mr. Krietemeyer recalls one hot day when six rail lengths of the roadbed had to be filled in on the section where he was employed. The day was so hot and the work so trying on the men that after the track was raised they had no energy left to do the filling. The afternoon train was to pass over the line, but the men disregarded it, and lay down in the shade near by to escape the intense heat of the sun.

Mr. Krietemeyer took his shovel and packed the mud under every fourth tie of the raised track while the men were resting. He says it seems impossible now that he was able to do it. Packing the mud under the ties with a shovel was very hard work, he says.

He had completed the task single handed and had lowered the track to its proper place by the time the afternoon train was due. The train arrived and passed over that section safely.

The next year Mr. Krietemeyer was made the section foreman at Martin, Ind.

Steel rails were in use when Mr. Krietemeyer first started railroading, he says, but the sidetracks were all iron rails. His older brother worked on the section at Martin under him for about two years, and was then promoted to section foreman at Armstrong. He remains in that position today.

Has Reputation as Sausage Maker

Many changes were made when the Illinois Central took over the P. D. & E., Mr. Krietemeyer says. The mud ballast was replaced by

C. F. Buchanan
A. C. Kreitemeyer
Milton Dorsey
A. C. Wilcox
Chas. T. Miller

gravel when the P. D. & E. went into the hands of the receiver. When the Illinois Central bought the road, still better ballast was used. The salary of almost every man in the service was increased when the new owners took charge. The same trains were in operation for the first year; then the Illinois Central replaced the light rails with heavy ones and operated its own engines over the line. The heavier trains were operating in 1905.

Mr. Krietemeyer has two sons working on his section. The older has been in the service fifteen years, and the younger eleven years. His section gang is composed of four men, but only one, his oldest son, who is married, is employed steadily. Each of the others works one day and is off two.

Mr. Krietemeyer owns his home at Martin. He raises chickens and uses the right-of-way as a garden. His reputation as a sausage maker is much talked of on the Indiana division. Each year he kills four hogs for his meat and lard supply. From the hogs he killed this year, he obtained twenty-six gallons of lard, two tubs of sausage and enough meat for his family of three for a year. He fries his sausage, and then packs it in 8-gallon jars with lard over the top to keep it from drying out.

A Blacksmith Since 10 Years Old

C. T. Miller, blacksmith foreman at Mattoon, Ill., has been a blacksmith since he was a lad 10 years old. He has now passed his seventieth year, and will probably be placed on the pension list before long. He was born March 5, 1852, at Morrow, Ohio.

Mr. Miller's grandfather, father and brother were all blacksmiths, and they worked together in a shop at Rochester, Ohio. When he had reached at the age of 10, he stood on a box and pumped the bellows to the forge.

When the Civil War began, Mr. Miller's grandfather played a drum for a company of local soldiers while it drilled, but his business at the blacksmith shop soon demanded all of his attention. In 1864 his grandfather gave him the drum and told him to take his place with the company. Mr. Miller says that he had the thrill of his lifetime when he strapped that drum around his waist and stepped out with the soldiers. He had watched his grandfather play and had practiced on the drum while it was not in use until he had really become a good drummer. Every day he went out and played while the soldiers marched.

Off to Camp With the Soldiers

Then the day came when that company was to go to camp. Young Miller was only 12 years old then, and his parents considered his joining the army as out of the question. But the soldiers wanted their drummer boy, and when the troop train pulled out of Rochester, the captain lifted the 12-year-old drummer boy to the coach and carried him off to camp.

The company went to Camp Nelson, where it remained for eighteen months. When the war was over, young Miller returned to his home at Rochester.

In 1868 many families were moving to the West. The romance that must lie hidden in such a vast undiscovered country as the West appealed to the younger persons. Those of Rochester were affected just as much as were thousands of others. Mr. Miller joined twenty-seven of his friends who were planning a trip west. They obtained nine wagons and started their horses toward the setting sun with no definite destination in mind.

Started Farming at Arcola, Ill.

Many wagons moved along slowly and close together for miles along the road leading west, Mr. Miller says. Occasionally one would drop out of the line and move off into a field, where a camp was made.

As the travelers from Rochester were in no particular hurry, they often camped for two or three days when a good place was found. After each camp was over, the nine wagons had to wedge their way again into the continuous line on the road.

At Arcola, Ill., the travelers from Rochester came to a halt. Many farm hands were needed there, and there was an abundance of land that could be obtained almost for the asking. The farmers there told them to pick out a piece of land and start farming.

Mr. Miller stayed there and farmed three years. At the end of that time, he had 500 bushels of corn, which he sold at 10 cents a bushel. One could have all the potatoes he wanted there if he would carry them off, he says. When Mr. Miller had disposed of his crop, he says, he had just enough money to buy an overcoat.

Blacksmith Foreman Since 1888

In 1872 he returned to the blacksmith trade. He worked in the shops of two or three different railroads, and then accepted a position in 1881 as a blacksmith for the P. D. & E. at Mattoon, Ill. A friend was the blacksmith foreman there at that time, and he persuaded Mr. Miller to accept the position.

The training he had received under his grand-

father and father at the shop in Rochester had fitted Mr. Miller to be one of the best blacksmiths. He was made blacksmith foreman at the Mattoon shops in 1888, and he has retained that position.

Throughout his many years of experience as a blacksmith, Mr. Miller was constantly on the lookout for improvements and new inventions. As new power was devised, he employed it in his shop. When oil welding was first brought into use, he went to Pittsburgh to learn of the application, brought the information back to his shop, constructed a similar apparatus and employed oil welding. It has been the same way with many of the later improvements.

Mr. Miller has a son who served as a blacksmith apprentice for the Illinois Central Railroad. He is now a blacksmith at Indianapolis, Ind.

He Has Bored Miles of Holes

Friends of Charles F. Buchanan, bridge carpenter on the Indiana division, say that he has bored 3,000 miles of holes during the time of his railway employment. Mr. Buchanan says that the estimate sounds a little too high to him, but he agrees that he has bored many more holes than he will be able to bore again.

Mr. Buchanan was born May 1, 1856, in Bass County, Virginia. He entered the service of the P. D. & E., predecessor of the Illinois Central, January 12, 1882, as a bridge laborer at Sand Creek, Ill., and it was at that place that he first started boring holes. His first position was as auger man and flagman on a bridge gang.

The first bridge Mr. Buchanan helped to construct, he says, was made almost entirely of white pine. To build one out of that material now would, in his terms, cost a lot of money.

There were no iron bridges then, and the wooden structures were often swept away by drift that gathered around the supports. High water nearly always meant destruction to bridges on the line, he says.

How Early Bridges Were Built

In those days, the bridges had 16-foot openings with 2-ply cords and 4 pieces of timber to the opening, the timber being 7x16 inches and 16 feet long. And they were open-top. There was about a foot of space between ties.

During the first year of his employment, the wooden bridge at Greenup, Ill., gave way under the weight of a freight train, he says, and eighteen cars of flour were hurled into the water. Much of it was saved by the fact that a protecting coat formed around the majority of the sacks and kept out the water. That which the shipper did not salvage was carried off by the employes.

There are still many wooden bridges on the Indiana division, but Mr. Buchanan says it seems to him that, where drifts are most likely to catch, the company has replaced the wooden structures with iron ones. The first iron bridge on the division was erected in 1884 at Black Creek. His arm was injured while that bridge was being constructed.

In the early days of his employment, Mr. Buchanan says, the cattle guards were pits dug in the ground. The construction of one required the labor of several men for a day.

An Innovation in Switches

Stub switches were in use every place then. A split switch was an unheard-of thing. He says that his gang pumped a handcar six miles to see the first split switch that was installed.

After two years of employment as a laborer, Mr. Buchanan was made a bridge carpenter.

Later Mr. Buchanan was given a position on a pile-driver. He had learned to splice rope under an old sailor at Pekin, Ill., and he kept all the ropes of the line spliced. Later, when wire cables were brought into use, he learned to splice them.

Mr. Buchanan remained on the pile-driver for about twenty years. During most of that time, Vick Higgins was the engineer. Mr. Higgins could not hear, Mr. Buchanan says, and drove the pile-driver entirely by signals. He was considered the safest pile-driver engineer on the road. Mr. Buchanan says that his confidence in Mr. Higgins was so great that he would ride the hammer up to the top instead of climbing the ladder.

Hard Work During Flood of 1913

When the Illinois Central took charge of the north end of the P. D. & E., the pile-driver on which he was employed was ordered to Paducah, Ky., to assist in building track between that place and Cairo, Ill. Pat Ladon was the roadmaster then, and George Hubbard was the bridge supervisor, he says.

Mr. Buchanan was a hard-worked man during the flood of 1913. For two weeks he had no dry clothes, and he stood on his feet at work as long as possible.

In 1917 Mr. Buchanan's leg was severely crushed while he was working on a washout near Peoria. He was in the hospital for thirty days and then returned to work.

Mr. Buchanan says that he has helped put in some of the bridges on the Indiana division as many as four times.

Only Two Runs in 35 Years as an Engineer

Ed M. Coe Has Pulled the "Merry Widow" Between McComb and Canton, Miss., Almost Quarter of Century

FOR twenty-three years Ed M. Coe, engineer on the Louisiana division, has pulled the "Merry Widow" (Nos. 23 and 24) between McComb and Canton, Miss. He was promoted to engineer thirty-five years ago last October, and the "Widow" is the second run he has had as an engineer. His first was on a local freight train, Nos. 96 and 97, between Hammond and McComb.

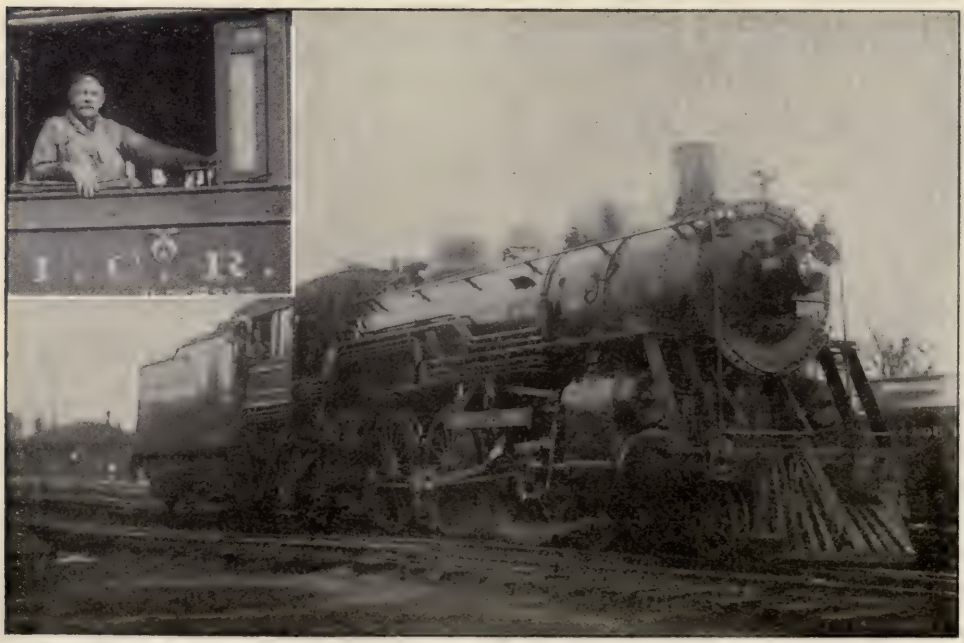
Engineer Coe has been in the service of the Illinois Central a little more than forty-three years. He was 15 years old when he got a job in the shops at McComb, and his first employment was scraping rust from pieces of metal. Nick Greener, now deceased, was the master mechanic at McComb then, and Louis H. Kell, who is now on the pension list and lives at McComb, was general foreman. For four years Ed Coe worked around the shops, first at one occupation and then at another. When he went on the road as a fireman, in 1883, he knew as many angles of caring for a locomotive as could be learned in a shop. After a little more than three years of firing he was made an engineer.

Keeps a Tank of Goldfish

Mr. Coe has a number of recreations. When he arrives in Canton at 9 o'clock in the morning, with the "Widow," one of his first duties is to look after his aquarium of goldfish. For a good many years he has been developing a tank of goldfish at the Canton roundhouse, and there are more than 200 finsters in the pool now. Two days out of three he is on the road, and on the third day he gives attention to his garden, which comprises an acre of ground in McComb.

His chief delight, of course, is his locomotive. He has recently been assigned to engine No. 1055, and no father was prouder of his first-born than Engineer Coe is of No. 1055.

"If you love horses," he said in discussing his engine, "you may understand how we feel about our engines. Sometimes we think these inanimate things actually have life, that they know when we touch them."



Engine No. 1055 and her veteran pilot. On the gangway is Ernest P. Jones, fireman. The inset shows Engineer Coe—and his Shrine emblem.

Not the least of his pleasant diversions, by any means, is his lodge. For seven years Mr. Coe has been a Shriner, and his chief recreation is the leave of absence which he obtains once in a while to attend a Shrine meeting at New Orleans. He expects to be in New Orleans in April for the conclave of the Grand Commandery, Knights Templar. In the accompanying photograph of Mr. Coe the reader will note the Shrine emblem which he carries just below the window of his cab. It is kept so brightly polished that it radiates the sunlight.

Enthusiastic for the Illinois Central

There is conviction in Mr. Coe's voice when he declares that the Illinois Central is the finest railroad in the world. He loves to tell of the progress it has made, of the condition of the track now and at the time he began running an engine, of the fine, upstanding men he has known and worked with. You'll have to use a fine-tooth comb on the Louisiana division to find a more enthusiastic booster for the Illinois Central than the "Merry Widow's" pilot.

"Next to my chance for a life hereafter, I believe my greatest anticipation is the day when I can retire under my pension rights. I long for my pension, as much as I hate to think of giving up active service," says Mr. Coe.

When Conductor William Trafton of Canton, about whom an article appears elsewhere in this number, first began running as a brakeman on the Louisiana division, Engineer Coe pulled his train between McComb and Hammond. Conductor Trafton's northbound run now is No. 24 betwen New Orleans and Canton, and over a portion of that trip Engineer Coe is at the throttle.

Ernest P. Jones of McComb, who is shown as the fireman on No. 1055 in the accompanying photograph, ranks as an engineer, and has himself been running engines a decade. His present employment comes about through the reduction in forces because of business conditions.

SOME OF OUR DISTINGUISHED PATRONS

Governor John J. Blaine of Wisconsin and party on way to New Orleans February 25. Photograph taken by staff photographer at Champaign, Ill. Left to right: Mrs. C. R. Williams, Mrs. John J. Blaine, Governor John J. Blaine, Mrs. J. J. Quill, Colonel G. E. Seaman, Mrs. Robert B. McCoy, Colonel J. J. Quill, Colonel George O'Connell, Colonel Glen Garlock, Colonel C. R. Williams, Colonel W. M. Lee, General Robert B. McCoy, Colonel Smith and Flagman A. Lackman.

What Patrons Say of Our Service

Three Kinds of Transportation

The following letter was written to President C. H. Markham by A. E. Weinstein, an attorney of Charleston, Miss.:

"You will no doubt be very much surprised to receive this letter, but I feel it my duty to express my appreciation of the wonderful service of the Y. & M. V. Railroad. You are certainly to be congratulated upon having such competent employes on your road from Charleston to Phillip.

"I was on my way from Clarksdale to Charleston, last Wednesday, and had to change trains at Phillip. My recollection is that there were only two white passengers out of Phillip, and only one, the writer, out of Tippo. When we encountered extremely high water between Cowart and Charleston, which caused a washout on your line for some distance, your capable and efficient conductor, Major Jeff Williams, realizing the necessity for my reaching Charleston, consented to carry his train as far out into the water as it was possible to do.

"Your supervisor, a Mr. Meeks of Tutwiler, Miss., a gentleman whom I had never seen before, was called to the high water. Mr. Meeks was advised of my anxiety to get home by Conductor Williams, and he brought a hand car and three section hands there and carried me as far out as it was possible on a hand car. We were then out in the middle of what looked like an ocean; water running over the roadbed had washed out a good deal of the track, and it looked as if we were there to stay.

"A negro section hand, realizing that I weighed only about 130 pounds, requested me to get on his back, and he carried me in this way, in water up to his hips, for a distance of more than half a mile, assisted by Mr. Meeks.

"I had missed my breakfast that morning, and on account of the delay I did not reach home until long after the noon hour. The noon hour had passed when the train had gone as far as it could out into the overflow, and the members of your train crew invited me to dine with them in the express car, where one of the best meals I ever sat down to was cooked and served.

"If this was not service, then I do not know the definition of the word. By having been transferred in the manner above set out, I reached my office in time to fill an important engagement.

"I am sure your employes would be surprised to know that I have written this letter, but I thought you would be interested in knowing the kind and character of service that you are getting from your employes, and the service they are rendering the public."

Observed Our Policy of Service

The following letter was written to President C. H. Markham by T. E. McGrath of the McGrath Sand and Gravel Company of Lincoln, Ill.:

"My brother and I have just returned from a very pleasant trip to New Orleans, Miami and Jacksonville, Fla., traveling from Lincoln to New Orleans and from Jacksonville to Lincoln via your line.

"We have studied with keen interest the policy of courtesy and efficiency you have adopted and your methods of keeping the public in touch with your activities through the press and other mediums, and have in a small way applied your methods in our business.

"We were never more courteously treated than we were on your trains—not only by your agents and the trainmen but even down to the Pullman porters. This information is given to you, for doubtless it will be gratifying to learn that the things you are advocating have permeated down through your organization and are becoming more firmly seated every day. I do not believe in flattery, but I do believe in giving credit where credit is due, and also because of the fact that we are an industry of your line and are interested in the success of your company, I take this opportunity of writing to you."

Interest and Courtesy Marked Trip

The following letter was addressed to President C. H. Markham by J. C. Willever, vice-president in charge of the commercial department, Western Union Telegraph Company, 195 Broadway, New York City:

"In expressing my thanks for your courtesy in arranging the transportation of the company business car No. 100 over your road to New Orleans, I would be remiss in my duty if I failed to mention the exceptional interest and courtesy from all concerned which marked

the trip from beginning to end. I believe that this is characteristic of Illinois Central service at the present time, and I am sure that it will bring large returns, if indeed this is not already evidenced by the train movement, which was perceptibly heavier than on other large systems over which I have recently traveled."

Good Work on the Seminole

The five engineers who handled the Seminole Limited from Chicago to Birmingham February 8 and 9 have been informed of the compliment to them contained in the following letter from G. J. Bichl, 1120 Chestnut Avenue, Wilmette, Ill., to President C. H. Markham:

"My wife and daughter are in St. Augustine, Fla., having left Chicago on February 8 on your Seminole Limited.

"My wife particularly is not in the best health and rarely sleeps, en route, on trains; at least, I do not recall the incident. Upon their arrival, my daughter wrote me immediately, elaborating upon the wonderful service accorded them while en route, particularly commenting upon the considerateness of the engineer of your train carrying them, her remarks as follows:

"'Mother enjoyed the trip, and it was such a clean, smooth roadbed we traveled upon. She was actually wishing she could go up to the engineer and thank him, to tell him how nicely he ran the train. It was really remarkable, compared with the other roads we traveled upon, the way this engineer stopped and started our train, absolutely devoid of any jerking whatever.'

"If it is consistent with your policy, I shall consider it a special favor to learn his name and address, for the purpose of sending him a slight contribution for his considerate work.

"You are to be complimented upon the discipline and courteous consideration shown by all your employes, and this bespeaks profusely your administration, which if continued spells none other than success for your road, which it so richly deserves. Keep up to the good work.

"I shall not hesitate to acquaint any of my friends visiting points on your line to travel over the Illinois Central for comfort and service."

Attention to Sick Woman Praised

The following letter was received by J. V. Lanigan, general passenger agent at Chicago, from L. C. Lord, president of the Eastern Illinois State Normal School, Charleston, Ill.

"I beg to call your attention to the unusual courtesy and kindness of the Pullman conductor and the two train conductors on February 18 on Train No. 7 to a sick woman and her friends who took the train at Mattoon, Ill., for Memphis, Tenn. They did all that a relative or a friend could have done—much more than any one could have asked from them. I should like to have their names and addresses if not too much trouble for you.

"Mr. Lucas, the efficient and accommodating agent at Mattoon, also did everything possible to make the journey comfortable."

Mr. Lanigan informed Mr. Lord:

"The Pullman conductor in charge of Train No. 7 on the date in question was W. E. Dell, who can be reached in care of F. P. Brown, district superintendent, Pullman Company, Chicago.

"There were three train conductors who had charge of the train in question between Mattoon and Memphis: Conductor J. J. Cavanaugh, care of Station Master, Illinois Central Railroad, Chicago, Ill., was in charge of the train from Chicago to Centralia, Ill.; Conductor Van Smith, care of Trainmaster, Illinois Central Railroad, Centralia, Ill., was in charge of the train from Centralia, Ill., to Cairo, Ill., and Conductor J. M. Northcott, care of Trainmaster, Illinois Central Railroad, Memphis, Tenn., was in charge of the train from Cairo to Memphis."

Liked Our Dining Service

Among letters recently received by C. B. Dugan, superintendent of our dining service, is the following from F. W. Lincoln, 414 Security Building, Los Angeles, Cal.:

"The writer, with two friends, used your Panama Limited from Chicago to New Orleans on part of the return trip from the East. To say that we were all pleased with the service on dining car No. 4000 is to put it mildly. The writer has traveled all over this country and Canada many times, and he can safely say that he was never in a dining car or on a train where such high-grade service was accorded the traveling public. The steward of dining car No. 4000, while a very quiet man, knew his business thoroughly and gave us every attention. You may rest assured that any time the writer is able to say a good word for the Illinois Central he certainly will do so."

Maintenance of Way Department

Material Means Money Save It

Spark Plugs

THE ORDINARY spark plugs used on our motor cars do not appear to represent a very large item of expense when we consider them singly, as most of us do, but it is a different matter when we take into consideration the number used annually over the system.

Thirty-three thousand twenty spark plugs were purchased and used on the Illinois Central during the past four years at a cost of $16,701. This means that twenty-seven spark plugs were used every working day. As the average cost of each plug was a little more than 50 cents, the daily expense for this item alone was more than $13.50.

We have 1,600 motor cars in service, about 800 of which are equipped with two engines each. This makes a total of approximately 2,400 engines requiring spark plugs. From this it will be noted that the average life of each spark plug was only 87 days. As an example of the service that should be obtained, one section foreman on the Northern Lines has had one spark plug in use for fifteen months.

By the proper use of spark plugs we can reduce the purchase of new plugs at least 50 per cent. In support of this statement, 362 discarded and damaged plugs were collected and inspected, with the following results: 63, or 17 per cent, needed cleaning only; 252, or 70 per cent, were repaired; only 47, or 13 per cent, were scrapped. The total cost of reclaiming 315 plugs was $51.89, or a little more than 16 cents each. It is evident from this that many spark plugs are being scrapped that could be continued in service.

Varying the spark gap on plugs is the cause of many ignition failures, and often a plug is scrapped when it could be quickly put in good order by adjusting. The spark gap is of particular importance when using a poor grade of gasoline. In cold weather, the points should be spread apart about half the thickness of a dime.

A spark plug saved is half a dollar earned.—Poor Richard III.

Spark plugs should be carefully handled when they are removed for cleaning or other purposes to avoid breaking the porcelain or damaging them otherwise. They should not be screwed too tightly into the cylinder, especially if the engine is hot, or they will be hard to remove and the expansion of the plug may damage the porcelain.

New spark plugs should be carefully handled to prevent damage to porcelains and points. All old plugs should be saved and turned in to the supply car for repairs.

Remember that, when you waste or throw away a spark plug, perhaps hundreds of others are doing the same thing. In the aggregate the loss is a serious matter.

Introducing our Home Division editor, who contributes herewith her twelfth successive budget of information for the women readers of the *Illinois Central Magazine*. Miss Nan Carter (formally Anne G.) is employed in the company's law offices at Chicago as secretary to Special Attorney G. A. Dupuy. As well as being a practical cook and a home body, she is a most efficient stenographer and secretary, a thorough student of good English, and exemplifies in her own work the good precepts which she places before us in her department of the magazine. Miss Carter is a native of Chicago, has had considerable collegiate work—particularly along literary lines—and is a loyal member of the Illinois Central family.

Spring Cleaning

Frequent cleaning saves time and strength. Do heavy cleaning a little at a time, and the bugbear of spring and fall housecleaning disappears. It is not always practicable, however, to clean piecemeal. Probably at some time in your housekeeping experience, the decorators have knocked upon the door, trailing boards and ladders and pails. You were not expecting them quite so soon, and confusion ensued. Various hues of calcimine thereafter rioted in the kitchen sink. The man of the house wore a perplexed and helpless air. And when these disturbers of domestic tranquility had departed, you sat down upon a pile of rugs and viewed the wreck of home, sweet home, wondering just where to begin. Try to have a definite time set for the decorating. Then, with a little advance notice, the housecleaning may proceed in a systematic manner. Curtains and draperies are taken down, rugs rolled up, pictures removed from the walls, and bric-a-brac stored in a safe place until calcimining, painting, papering, and wall cleaning have been finished.

A little kerosene added to the water will lighten the labor of washing woodwork. Rugs should be taken out of doors, placed right side down, beaten with a flat carpet beater, swept, turned right side up, and swept again. Upholstered furniture may be beaten with a flat carpet beater, or cleaned with a vacuum cleaner. Windows and mirrors may be washed with water to which ammonia, washing soda, borax, or kerosene has been added, and rubbed briskly with paper, cloth, or chamois. Mattresses should be taken out of doors and beaten with a flat carpet beater, then brushed with a whisk broom. Vacuum cleaning is excellent for mattresses. Dust may be removed from the coils of the open bed spring with a long-handled brush. Box springs should be brushed, or cleaned with the vacuum cleaner.

While on the subject of cleaning, have you discovered what a veritable treasure the broom closet is? A built-in closet is desirable, but an

inexpensive wardrobe will answer. Holes bored in the door provide ventilation. On the high shelf, cleaning preparations, furniture polish, and clean dust cloths are stored. (Incidentally, dust cloths should be washed as soon as they become soiled. Mindful of fire prevention, do not keep oil dust cloths in the house.) The space below the shelf is partitioned by a wide board into two compartments. In the space on one side of the partition, pails and short-handled brushes, whisk brooms, and the like, may be stored; on the other side of the partition, the carpet sweeper, vacuum cleaner, long-handled brushes, brooms, and mops. Screw-eyes are fastened to the handles of cleaning implements so that they may be hung up. The dust pan is placed conveniently (and what a comfort is the long-handled type of pan!) On the back of the door is a hook for the carpet beater.

The spring housecleaning completed, preventive measures to keep dirt out of the house should be employed. Clean the walks, steps, porches, and sills often; use dust screens on the windows near the ground; provide mats and scrapers outside the door, and on rainy days lay a newspaper just inside for muddy overshoes.

If you are one of those women who "just hate housework," get at the root of your dislike. It may be that your methods are wrong or your equipment is inadequate. Plan a working schedule. Of course, certain tasks must be side-tracked now and then, but do your best to adhere to schedule. Distribute the heavy cleaning through the week. Dispose of useless ornaments which add to the labor of dusting. Supply yourself with the best cleaning implements you can procure. Provide a place for everything, and obtain the co-operation of the family in keeping everything in the place provided. "Woman's work never done?" Let us show them!

Tested Recipes

WALDORF SALAD—Four cups chopped apples, 2 cups diced celery, 1½ cups chopped filberts. Mix the fruit with dressing and serve on crisp lettuce leaves. Dressing: Melt 1 tablespoonful butter, add 1 teaspoonful mustard, one teaspoonful sugar, ½ teaspoonful salt, ⅛ teaspoonful pepper, well-beaten yolks of 2 eggs, and 4 tablespoonfuls of lemon juice. Cook in double boiler until thick, then add whites of 2 eggs stiffly beaten. Chill, and add 1 cupful whipped cream just before serving.

CARLISLE BEETS—Boil 8 medium-sized beets until tender, remove skins, and cut in dice. Melt 2 tablespoonfuls butter, add 2 tablespoonfuls corn starch, and stir until creamy. Add ½ cup vinegar, ½ cup water, 2 teaspoonfuls sugar, and salt and pepper to taste. Boil until thick, pour over hot beets, and serve in hot dish.

SAILOR DUFF—Mix together 1 egg, 2 tablespoonfuls melted butter, 2 tablespoonfuls sugar, ½ cup light molasses, ½ cup hot water in which 1 teaspoon of soda has been dissolved, and 1¾ cups flour. Steam one hour. Serve with sauce made as follows: To the yolks of 2 eggs, well beaten, add 1 cup powdered sugar, 1 bottle whipped cream, and ½ teaspoon vanilla. Beat until well blended.

FOOD FOR THE GODS—Mix together 2 cups granulated sugar, 10 tablespoonfuls cracker crumbs, 6 eggs beaten light, 1 large cup nut meats, 1 pound dates, 1 pound figs. Chop or grind nuts and fruit. Bake in moderate oven until brown, and serve with whipped cream sweetened and flavored.

CREAMED SHRIMP WITH PEAS—Wash 1 can of shrimp in slightly salted water, and drain. Melt 3 tablespoonfuls of butter in a saucepan, stir in 3 tablespoonfuls of flour, and gradually add 1½ cups of milk, stirring until it thickens. Cook 5 minutes, add the shrimp and 1 cup of peas, and season with salt, pepper, and lemon juice. Serve on toast or with salted crackers.

SALAD ROLLS—Scald ½ cup of cream in double boiler, and pour over 2 tablespoons of sugar and ¼ teaspoon salt. When lukewarm, add 1 yeast cake, dissolved in ¼ cup of lukewarm water; gradually stir in 1½ cups of flour. When well mixed, turn on board and knead until smooth and elastic. Cover and set aside to rise. When double in bulk, turn again onto board, knead slightly, and pat to ¼-inch thickness. Shape with a lady-finger cutter, dipped in flour. Arrange in buttered pan, cover and let rise again. When light, put into moderate oven and bake 15 minutes. Just before removing from the oven, glaze by brushing with white of one egg slightly beaten, diluted with tablespoon cold milk.

Household Hints for Home Makers

Soup or gravy which has been salted too much may be made palatable by the addition of a little brown sugar.

When the food chopper needs oiling, use a drop of glycerine.

To prevent cheese from becoming moldy, wrap in a cloth wrung out of vinegar, and roll in paper.

Paper toweling in the kitchen saves laundry work.

Leather furniture coverings should be rubbed occasionally with castor oil or commercial leather polish to restore the oil that dries out. Care should be taken that the oil is well rubbed in and any excess wiped off.

To keep parsley fresh, wrap it in a cloth wrung out of cold water. Remove the cloth every day, shake, and wring afresh. The parsley will keep green for several days if treated in this way.

Candy will not boil over if the top of the pan is greased with butter.

The Cable Coil

Part the hair just back of the ears. Tie the back portion firmly. Arrange the front and sides becomingly, and pin the ends in

with the back. Then divide the hair into two strands. Take hold of the right-hand strand and twist tightly in a smooth coil, the direction of the twist toward the neck. Fasten the end of this coil until the left-hand strand has been twisted. Twist the left-hand strand, this time the direction of the twist being away from the neck. Stretch the two coils above the head and cross the right-hand coil over in *front* of the left-hand coil, at the same time passing the right-hand coil into the left hand and taking the left-hand coil in the right hand. Continue to wrap the coils in this way to the ends of the hair. Arrange the coil in a roll at the back of the head, high or low, as is most becoming, and pin in place. If the sections of the twist are loosened a little, the effect will be that of a cluster of tiny puffs, as shown in the illustration.

COMMUNICATIONS

This magazine is not responsible for opinions printed under this heading. Initials or pen names will be permitted only when correct name and address of the writer are known to the editor.

The Canadian Railway Problem

To THE EDITOR: In the February issue, you reprint from the Chicago *Journal of Commerce* an editorial which begins with this paragraph:

A deficit of $100,000,000 in the government operation of Canadian railroads last year resulted in the overwhelming defeat at the recent election of the Conservative party, which had fostered the Canadian National Railways plan. It defeated Prime Minister Meighen in some of the provinces that were presumably conservative strongholds and lost for him his home constituency in Manitoba.

The Canadian National Railways were doubtless an issue of the election, but they were a subordinate issue. Not one comment in the Canadian press has suggested that they determined the result. Nominally, all three parties supported the National Railways, but it is true that the Liberal Party, which won a bare majority in the House of Commons, contains an influential group which is hostile to the continued operation of the National Railways by the state. This hostility was most aggressive in Montreal, and it is possible that a mischievous story circulated on the eve of the election, to the effect that, in case the Conservatives won, the headquarters of the National Railways would be moved from Montreal to Toronto, did help to elect Liberals in a few seats which had before been Conservative. But the bulk of the Liberal strength is in Quebec, which is Liberal on racial lines; not a single Conservative was elected in this province.

The Canadian railway situation is most difficult and perplexing. The National Railways are faced not only by appalling deficits but by a demand from the Maritime provinces that the lines which serve that section should have their own organization, which would be, it is hoped, subject to political influences. Railways in Canada have been built, mostly with government aid, far in advance of the population, and those that have drifted under government control have done so through financial collapse.

To a considerable extent, the building of these railways had, in the broad sense, a political object—that of building up the country—and it is believed that the construction of certain lines was influenced by political considerations in the narrow sense, also. At all events, the

railway situation in Canada is quite different from our own.—J., *Springfield, Mass., February 20.*

That Trainload of Corn

To THE EDITOR: Referring to page 69 of the February issue of the *Illinois Central Magazine* and to the article under the heading "Trainload of Corn." This item does not do credit to the fact that a spirit of co-operation was practiced by all the employes who helped to put this across.

Attention should be given to the promptness on the part of the operators in the handling of messages, of the quick action taken by the members of Mr. Haydock's office in getting the confirmation of the advancement of the adoption of the reduced grain rates, as proposed by a competing line, and of the promptness in getting the information requested from Mr. Cameron's office. By this promptness, it was possible for Harper & Murphy to contract at an advanced figure of about 3 cents a bushel for about seventy-five cars of corn.

Attention should also be directed to the co-operative spirit as practiced by the chief dispatcher, Mr. Anderson, in furnishing cars, by Mr. Ausman in sending a crew and engines to handle the shipment, and by the wonderful work done by the train crews in placing and switching cars, so that the loading would not be held up. It was this that made it possible to get the grain for Harper & Murphy and, in turn, for us to move a solid train of corn, as shown by the attached photograph, and to make our Onawa station show an increase of about $20,000 for January, 1922, over the same month in 1921.

It was this spirit that has made many friends for the Illinois Central at Onawa. It is this spirit that has put the Iowa division at the head of the Illinois Central.—G. C. ISBELL, *Barnum, Iowa.*

Little Things That Count

To THE EDITOR: Having been connected with the Illinois Central Railroad for nearly four years in the chief special agent's department, I would like to tell the readers of the *Illinois Central Magazine* some of the things I have observed:

That Solid Trainload of Corn at Onawa, Iowa

First, the handling of freight. The freight is received on the platform and checked by the receiving clerk. He should watch for the little things, be sure that he receives everything that he signs for and see that every piece is in *good condition.*

The next, loading in the car. The trucker should watch and be careful, handling the freight for the company as carefully as he would handle his own material. The stowman should properly stow the freight in the car, so that it may reach its destination and consignee in good condition.

Next, the car doors. Each employe should watch closely for loose or swinging doors. An opening into a car that exposes the contents is a temptation to a car thief. Each inspector should watch closely for doors that are eaten out over the shoes, which would allow pulling out the door enough to allow a man to get in to rob the car. Unless the car doors are in good condition and properly closed, it is a hard matter to locate where pilfering is done.

Every employe should *watch the little things —they count.* The seal is the smallest thing about a car and yet one of the most important if properly applied, but I find a number of seals that are not properly applied. When a seal

is applied so that a car can be entered without breaking the seal, someone is not watching the *little things that count.* I have found a number of seals that are not fastened at all, simply shoved into the ball of the seal. Just a slight pull would have shown that the seal was not locked. Watch these little things and save the company many dollars.

Getting the correct numbers of the seals, also the letter prefix and name of the seal, is important when needed in tracing records. If proper records of seals are made, it is much easier to locate where exceptions originated. I have found cars loaded with lumber and seals applied without the hasp placed over the keeper, and I noticed one car that had lath sticking up on the side of the door, coming to a sharp point, and the seal fastened around it. Anyone should have known that this was not any protection to this shipment and should have saved the price of the seal by not applying it at all.

Very often, walking along the tracks, I find air hose, coupling bolts, nuts, etc. I always take them to the nearest scrap boxes placed at different parts of the yards. These are small things, but *little things count.*

It is my wish that every reader of this journal and employe of the company would take interest in the little things and remember that it is the *little things that count.*—O. E. ALLEN, *Special Agent, Louisville, Ky.*

John W. Branton Was Efficient Organizer

By J. E. WALRAVEN,
Engineer, St. Louis Division

John W. Branton, master mechanic at Centralia, Ill., St. Louis division, notice of whose death on February 15 was printed in the March issue of this magazine, was born November 7, 1875. He first appeared in railway life as a machinist apprentice, August 7, 1894, with the Union Pacific Railroad. From 1898 he was employed as machinist at various places until March 1, 1905, when he was appointed roundhouse foreman at Fort Dodge, Iowa. In one year he was advanced to general foreman at Sioux City, Iowa. He served as general foreman in turn at Carbondale, East St. Louis and Mounds, Ill.

August 1, 1912, he was appointed master mechanic at Centralia. February 15, 1922, he departed from service through death.

Such is a brief sketch of Mr. Branton's life as a railway man. He died as he lived, in the harness.

February 19, 1922, in the presence of hundreds of his employes, officials from all parts of the system, and citizens from every walk of life in Centralia, he was laid to rest by the order he loved.

The wonderful display of flowers, the outpouring of the people, the eloquent tribute by Reverend Mr. Fannon, all demonstrated the love and esteem in which he was held. His kind-heartedness and strong interest in the welfare of his men endeared him to all of us. His loyalty and devotion to our company's interest,

J. W. Branton

even at the expense of his own, marked him as a most valuable servant.

He was a splendid organizer. When his organization was shattered by strikes or otherwise, under the most discouraging conditions, he gathered up the loose ends and wove them again into the perfect fabric of a good organization.

His slogan was "No Engine Failures," and this slogan became a fact. The Centralia district of the Illinois Central stands out as one of the best, in this respect, on the entire system; hot pins, flue failures, leaking piston rods or valve stem packings have largely disappeared.

To him, as the head, we cheerfully give the credit.

Did he have faults? Surely. Does anyone know of one who does not? Over those faults, we cast the mantle of charity, as we hope it may be cast over ours. His virtues we cherish in our remembrance and leave the faults to Him in whom he trusted. The earthen vase, which has contained precious odors, will lose none of its fragrance though the clay be broken and shattered. So be it with our brother's memory.

Notes About Sports Among Our Employes

Bowling Is Getting on Its Last Legs, and There Is Mention Now of Baseball and Horseshoe-Pitching

By WALTER E. DU BOIS,
Voucher Clerk, Chicago

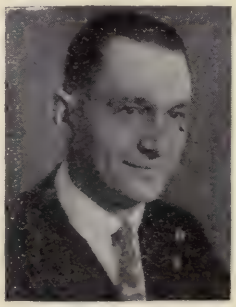
IS your team ready to take part in the bowling tournament for employes of railroads, steamships, American Railway Express and Pullman Company? Have you sent in your entry? If not, you must get busy, for all entries must be in the hands of W. P. Enright, Room 305, Central Station, Chicago, on or before April 12. This tournament will be the largest one ever held by those working for the foregoing companies. Under the circumstances, all entries must be in on time, or you will not have a chance to try your ability in our tournament.

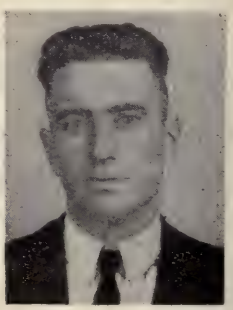
A joint tournament was held on February 26 among those working in the General Offices at 12th Street and 63rd Street, Chicago, and it was the greatest kind of success. Too much credit cannot be given to W. P. Enright, who proposed it and carried it through to a most successful conclusion. Ninety-five bowlers were in the 5-man event, 94 in the doubles and 58 in the singles. The season averages of all were used as a basis for forming the teams, the average coming to 758. The players were then picked so as to average that figure, the result being that all nineteen teams were evenly balanced, on paper. The doubles were worked out in the same way; the best bowler rolled with the one having the lowest average. In the singles it was "dog eat dog"

Before the start of the tournament, all were presented with blue prints showing on which team they were assigned, the alleys they were to roll on and the time, and there was no hitch of any kind. The first team faced the pins at 9:30 a. m., and the last squad started at 8:30 p. m., making it an all-day event.

Space will not permit a full list of all prize-winners, but the following players won first place in the 5-man event: Koch, Breitzke, P. Ryan, Seiselmyer and Broeker. They upset 2,439 pins. Walker and Grace, with 1,033 pins, won the doubles, with Coble and Henderson only three pins behind. Calloway was high in the singles, with Stone a close second. Callo-

Lee Calloway





Winners in the doubles: Left, H. J. Walker; right, M. A. Grace.

Winners in the 5-man event: Front row, left to right, C. F. Broeker, P. J. Ryan, H. J. Seiselmyer; second row, A. Koch and B. Breitzke.

way was also high in the all events, followed by Hengles and Stone. Those who were "off form" are awaiting another tournament to redeem themselves, while those who were high this time claim they can do it again. Time will tell.

The team representing the Engineer Maintenance of Way walked off with the championship of the 12th Street General Office Bowling League at Chicago after a hot fight. Two of the teams are tied for third place and two for fifth place, which shows how evenly matched some of the teams were. Bernbach, as was expected, proved to be the best bowler. The final report for the season is as follows:

	Teams	W.	L.	Pct.	Aver. Pins Per Game	High Game	High Series
1.	Engineer Maintenance of Way	52	14	.788	798	940	2,554
2.	Land and Tax	50	16	.758	816	909	2,657
3.	General Supt. Transportation	43	23	.652	775	940	2,663
4.	General Freight	43	23	.652	769	901	2,662
5.	Vice-President Accounting	40	26	.606	775	907	2,548
6.	Chicago Terminal Improvement	40	26	.606	760	888	2,494
7.	Auditor of Miscellaneous Accts	37	29	.561	750	925	2,466
8.	Vice-President Purchasing	28	38	.424	729	911	2,484
9.	Auditor of Disbursements	26	40	.394	725	829	2,418
10.	Engineer Bridges and Buildings	20	46	.303	708	813	2,301
11.	Officers	9	57	.136	642	788	2,243
12.	Vice-Pres. and Genl. Manager	8	58	.121	671	811	2,362

The Leading Bowlers

	Names	Games	Average	High Game	High Series
1.	Bernbach	51	182	269	631
2.	Enright	57	179	257	598
3.	Knodell	62	178	233	592
4.	Block	66	177	229	588
5.	Riley	66	176	224	597
6.	Koch	63	172	225	607
7.	Larsen	63	167	221	570
8.	Cote	58	167	233	598
9.	Collier	66	167	236	589
10.	Rolff	66	166	215	588
11.	Grace	60	165	218	571
12.	Stone	66	164	215	567
13.	Coble	63	163	223	590
14.	Rozene	57	162	213	589
15.	Krubeck	63	159	224	604
16.	Breitzke	63	158	224	530
17.	Bailey	62	157	214	562
18.	Camp	66	157	214	550
19.	Ulrich	61	157	229	639
20.	Brown	66	156	215	571

Below is the standing of the 63rd Street General Office Bowling League, Chicago, for March 8:

Teams	Won	Lost	Percentage	Average	High Game	High Series
Seminole Limited	55	14	.797	866	978	2,883
New Orleans Special	54	15	.782	858	1,001	2,881
Panama Limited	44	25	.637	820	957	2,671
Diamond Special	38	31	.550	823	981	2,743
Daylight Special	37	32	.536	813	955	2,543
Freeport Peddler	25	44	.362	759	895	2,506
New Orleans Limited	22	47	.318	764	955	2,576
Gilman Local	1	68	.014	687	856	2,379

The Leading Bowlers

Individuals	Number Games	High Game	High Series	Average
Pierce	66	255	632	186
Calloway	57	233	634	186
Hengels	48	230	616	184
Heimsath	66	227	636	182
Tersip	69	226	610	179
Does	60	238	575	178
Hanes	69	246	648	177
Smith	69	246	642	177
Olson	57	244	623	176
Beusse	60	245	608	176
Breidenstein	60	233	596	171
Merriman	63	212	567	171
Hulsberg	66	233	576	169
Giesecke	69	217	560	168
McKenna	69	234	604	168
Lind	69	214	587	167
Miller	63	234	624	165
Goodell	66	225	605	165
Jacobs	48	208	574	163
Flodin	69	210	578	162

Three records were broken in the last month. The New Orleans Special set a high team game record of 1,001 pins. These bowlers also broke the team series record with 2,881. This record didn't stand long, however, as the following week the Seminole Limited rolled 2,883 pins, due to the shooting of "Happy" Hanes, who rolled 648 for a new individual

series record. He was handicapped during the first half of the season by not having a suitable ball. After paying all his Christmas debts, he bought a new ball. He has averaged 207 in his last 18 games.

Reha of the Seminole has also improved since Hanes bought the ball, averaging 180 for 12 games.

Lee Calloway rolled his high series March 8, with 634.

Here is the Burnside Shops' Bowling Club standing for the week ending March 11:

Teams	W.	L.	Pct.	High Game	Team Aver.
Machine Shop	44	9	.830	900	777
Carpenter Shop	35	18	.660	883	772
Tin Shop	27	27	.500	877	758
S. S. Office	25	29	.462	917	728
Freight	24	30	.444	855	703
Foreman	16	38	.296	840	649

First Ten Individual Standings

Names	No. Games	High Game	Average
Rolff	43	243	179
Brassa	54	226	175
Piske	39	213	169
Johnson	51	222	161
Ritthaler	45	223	161
Herzog	51	213	160
Rubbert	51	233	160
G. Johnson	51	214	158
Ehrlicher	45	213	158
Bradley	48	196	157

Will Have Baseball Team

The transportation department at Chicago will have a baseball team again this year, and the players are looking forward to a successful season such as they had last year. The team this year will be greatly strengthened by the addition of Riley and Schneider, pitchers, Fitzpatrick, a catcher, and McCarty, an outfielder. Bob Stump is to have some opposition for the first base job in "Buck Shot" Seiselmeyer, who has had plenty of experience at that station. Higgins at second, Owens at short and Crotty at third round out a fast infield, and the fly chasers will again have Ryan, Butler and Sutherland to complete a fast team.

Division and shop teams may arrange games with the transportation team by getting in touch with Manager C. M. Knodell, Room 306, Central Station, Chicago.

Horseshoes at Waterloo, Iowa

The Railroad Y. M. C. A. will conduct another horseshoe tournament at the Waterloo, Iowa, shops, the first games to be played May 15. Games will be played each day thereafter until August 31.

There will be ten or twelve department teams entered in the tournament. Several of the players already have started practice. Silver cups and other prizes will be awarded to the winning teams, the players with the highest averages and the players making the most ringers. The tournament will be conducted under rules framed by a committee which will have charge of the Railroad Y. M. C. A. recreational work.

The tournament last year was successful in every way. The sheet metal workers' team took first place. D. Foutch won individual honors for the high average and total ringers.

It is the intention this year to have a team representing the Illinois Central shops at Waterloo play teams, especially railway teams, in other cities. Games are being booked by K. E. Beal, care of Illinois Central Store Department, Waterloo.

THEIR FATHERS WERE ACTORS

The interesting things about a great man never come to light until after he is dead. Very much like the flowers that are spread on his coffin—he can't appreciate them. In this relationship a story of local flavor comes relative to the life of H. J. Phelps, one of the prominent officials of the Illinois Central Railroad Company, who died the other day in Chicago after a most busy and useful career. It will be remembered that at one time he was station agent for the company at Onawa.

In an early day—probably more than forty-five years ago—young Phelps was an apprentice in the telegraph office of the Illinois Central at Ackley, Iowa. While thus employed, a green country boy happened into that town and shortly afterward became a freight brakeman. He met young Phelps, and they became friends and remained so until separated by death a few days ago. The boy in question was Bert Sage, for many years and at present conductor on the Sioux Falls-Onawa branch of the road and a man widely known in the towns up and down this line.

Aside from their duties in the railway service the "boys" had more than a common interest—their fathers were co-laborers, Mr. Phelps' father being ringmaster and Mr. Sage's father a "tumbler" with the famous Dan Rice's circus, then touring Europe.—Anthon (Iowa) *Herald*.

Good Coffee—Pride of Our Dining Service

Brazil Supplies Most of the Raw Material, and There's Skill A-Plenty Needed in Its Preparation

By T. S. ROBINSON,
Chief Clerk, Dining Service Department

THE steward of each dining car orders coffee each trip, the amount depending upon the business transacted on the various runs. The dining car department uses an average of two hundred 10-ounce packages of coffee daily.

When a crew reports for duty, prior to departure for a trip, the first duty is to register out, then check out all supplies previously ordered on the car's requisition. Everything being delivered to the car and stored away, the next thing—in fact, the most important thing—is making the coffee.

The following is a good recipe: Use a high-grade coffee, properly roasted and ground, in a clean urn, ten ounces to the gallon for morning coffee; for after-dinner coffee, which is generally served in *demi-tasse,* sixteen ounces are required. Put in fresh boiling water the minute it reaches the bubbling point—only a little at first, to open the pores of the coffee and get it ready to receive the remainder, which is to be put on a little at a time until all the good and none of the bitterness (tannin) remains. If it is too strong, it can easily be diluted with boiling water when in the cups. Take hot cups first, then the sugar, then warmed (not boiled) milk, then the coffee, and —if you can afford it—put on the top a teaspoonful of whipped cream. Then you have a veritable nectar. Coffee should never be boiled.

Why Good Coffee Is Valuable

The proper service for coffee has much to do with satisfaction. A pot of steaming hot coffee, containing one and one-half cups, standing in a No. 1 platter, with a hot cup and saucer, will give the desired results. The best sugar and the highest grade of cream are served with a pot of coffee for 20 cents on all Illinois Central dining cars.

Coffee is valuable for its stimulating effect upon the nervous and vascular system. It produces a feeling of buoyancy and exhilaration, comparable to a certain stage of alcoholic intoxication, but which does not end in depression or collapse. It increases the frequency of the pulse, lightens the sensation of fatigue, and sustains the strength under prolonged and severe muscular exertion. *A good cup of coffee served to a passenger who has a headache has often made a well person and an everlasting friend of the road.* The Illinois Central dining car department was the originator of serving a free *demi-tasse* to all passengers entering the diner for breakfast, its merit being recognized by many other roads, which later adopted the custom.

In these days, one naturally asks what is the effect of prohibition on coffee-drinking? No statistics are available, but coffee roasters estimate that the consumption of coffee has increased from 10 to 20 per cent.

A Plea for Coffee vs. Tea

A coffee expert, who also dealt in tea, was rather jealous of the higher social standing of tea. "Coffee has never had the social opportunity that tea has had," he said. "And why shouldn't it? It is one of the graceful things in life. Yet, though it is more generally beloved than tea and much more extensively used in this country, people brew it in metal and serve it in coarser china than they used for tea, and do not surround it with the fine service and cermony that a skillful hostess feels essential for tea. People sip tea. They too often gulp coffee, and yet coffee is a universal thrill. Nearly everybody likes coffee. Just as sorrow brings a tear, just as emotion floods over you as you hear music, so coffee brings a flash of gratification and pleasure. It is the esthetic thrill the aroma gives when the coffee is properly made."

After each meal is served the dining car steward abstracts each passenger's meal-check, ascertaining how many pots of coffee have been served, thus proving exactly how much coffee has been used for the trip. On his supply report there is a list (alphabetically arranged under proper heads) of every article used on a dining car and the amounts or portions carried on hand when the car starts on a trip. Consequently, when a trip has been completed, it is convenient to determine the amount of supplies on hand by deducting the amounts

consumed, which is shown by the abstract sheet.

Record Is Kept of Business

The supply report gives a summary of each day's business, the number of passengers served for each meal and the amount of revenue derived from each meal, the grand total being the whole amount of business transacted for the round trip. The commissary, keeping a list of the costs of all supplies, forwards all bills to the commissary accountant, who computes the percentage made by each car. Thus it can readily be seen when a car is managed in a business-like manner—in other words, for example, if the steward has been using enough coffee for the number of pots served or if he has used too much coffee in proportion to the number of orders on the meal-check.

Good coffee, good service, courteous treatment and a good organization are the essentials of a good dining car department.

Coffee comes from a plant indigenous to Abyssinia. The name has been traced to Caffa, a province of Abyssinia in which the tree grows wild. Coffee has been in use about one thousand years. It was introduced in America in 1728. The common coffee shrub or tree is an evergreen plant which, under natural conditions, grows to a height of eighteen to twenty feet, with leaves six inches in length and two and one-half inches wide.

Its flowers are pure white in color, with a rich odor. The fruit is a fleshy berry having the appearance and size of a small cherry; as it ripens, it assumes a dark red color. Each fruit contains two seeds, which constitute the raw coffee of commerce; the flat surfaces are laid against each other in the berry.

Only a Few Pounds From a Tree

The greatest yield of a tree is sixteen pounds in one year. The plants are taken from a nursery when a few inches in height and are planted from six to eight feet apart. They thrive best in tropical countries and are found as far as 20 degrees on either side of the equator. The plants are trimmed and kept cut low as four to six feet for convenience in gathering, the usual yield of a cultivated plant averaging about two pounds per tree a year. They produce the second year.

The best coffee comes from Yemmen, Arabia, where the celebrated Mocha grows, but on account of its rarity and its unmatchable aroma, very little, if any, of the genuine ever leaves the confines of that country, where coffee-making is an art that has been cultivated for many centuries. The world's annual production of coffee exceeds 1,000,000,000 pounds, of which half is raised in Brazil, where millions of acres are planted. Coffee-raising is the principal industry of this great southern republic. After the coffee is picked and then passed through the mill, freeing the berries from the outer wrappers, the crop is sacked in 160-pound bags and stored in warehouses preparatory for sale and shipment to all parts of the world, for this delicious beverage is used by all countries.

The Taster an Important Person

Years ago the selecting of coffee (also tea) depended upon men who made their livelihood by their senses of smell and taste. A skilled coffee-taster can distinguish several hundred kinds of coffee. It has been proved that an expert can tell how long a coffee has been roasted. Others claim they can distinguish the ingredients in a blend. The public does not realize the skill required in selecting and blending its beverages. When you drink a good cup of coffee you are as dependent upon someone's highly developed sense of taste and smell as you are dependent upon some musician's ear when you hear a good symphony.

Nowadays the tasters are the buyers; usually they are the members of the firm, often the most important members, although in some establishments the salesmen are expected to learn tasting.

After the coffee has been planted, cultivated, gathered, milled, sacked and stored, it is shipped to the various ports of the world for sale to the coffee dealers. The larger coffee concerns do their own roasting and blending, thus laying the foundation for fame and fortune when they produce a coffee which pleases the public palate.

The coffee cargo, having arrived in the United States, is forwarded to the various jobbers, who roast, blend and retail it to the trade. Our dining car department purchases coffee daily. It is delivered to the commissary in 10-ounce packages, each sealed tightly and stamped with the date of delivery, thus insuring the use of fresh coffee. None is ever allowed to become old and stale in the storeroom.

All Contributions
Must Be In by 15th

ACCIDENT AND INJURY PREVENTION

His Section Stands First in His Regard

MEET "Lem" Clark, section foreman at Olney, Ill., Indiana division, to whom "Safety First" is more than merely a slogan.

Mr. Clark has a clean record and one hard to beat. For the past twenty-five years there has not been a fire or stock claim paid for which the damage occurred on his section. The records will show that but one head of stock has been killed on his section, and that happened on a public crossing. As for fires, the past twenty-five years will show none wherein the fire started on our right-of-way on his section, and but one or two starting off the right-of-way.

In addition to the manner in which Mr. Clark has kept down the claims on his territory, the records will show that he has been just as careful in the maintenance of his track, as he has never had a derailment or other accident chargeable to his record in all his thirty-eight years of service.

"Lem" is still on the job and doing just as good work as he did thirty years ago. When one asks him what things stand out ahead of all others in his life, he replies: "Well, my section comes first; then my wife," and since he bought an automobile for himself and his wife a couple of years ago, he adds that as third. But his section still comes first, and one passing along the track and right-of-way which he maintains can readily see that he means what he says.

"Lem" was born April 29, 1860. He took employment with the Peoria, Decatur & Evansville, now the Indiana division of the Illinois Central, in 1884 as a section laborer, working on the South Olney, Ill., section.

In 1885 he was made foreman at Bone Gap, Ill., and continued as foreman at that point until 1887, when he was made foreman at Browns, Ill. In 1890 he was made foreman of the North Olney, Ill., section, and he is still foreman at that point. He looks forward to many years of service.

"Lem" Clark and Some of His Track

Why the Illinois Central System Is Great

Engine Foreman Points Out Good Reasons for Loyalty of the Employes and Patronage of the Public

Robert S. Murphy, engine foreman, who lives at 6611 Kenwood Avenue, Chicago, recently wrote the following article for the magazine, sending it to President Markham with this explanation:

"In this article I mention the Chicago terminal particularly because I am more familiar with it, but I would have been glad to say more about the whole system if I had first-hand knowledge of it, because on every division there are many things of which employes should be proud."

LAST year President Markham issued a neat folder under the title of "What Every Employe Ought to Know About the Illinois Central System." This has led me to thinking of the things about our system of which we, as employes, should be proud.

First, we have one of the greatest and most progressive men in the country at the head of our system, our president, Mr. Markham. Mr. Markham is always ready to help all mankind in every way possible, from giving a subscription to grand opera to donating a calf to a small Mississippi farmer. Our president started at the bottom and has risen by hard work and faithful service. He is a man who stands second to none in the country. During the world war, when the United States Government took control of the railroads over night, Director General McAdoo appointed him to one of the most important posts in the Railroad Administration, which he filled with great credit all through the war. He is a man whom President Harding calls into conference often when he has national problems to solve.

Favors Right Pay on Railroads

Mr. Markham made a speech before the Chamber of Commerce at Peoria recently in which he said he did not want to cut the wages of his employes if it could be helped. This is one reason why we should be proud.

Another reason for pride is that all our officers are practical railway men, who started, as our president did, from the bottom and have risen from the ranks by hard and faithful service, whose offices are always open to any employe who has a grievance. They understand our conditions because they were once in our ranks, and they can always see a remedy for our difficulties, and are always glad to enlighten us. With such men in control, why shouldn't we be proud?

Another reason why we should be proud is that we have the greatest and safest suburban service in the world. Nowhere on earth, with the same facilities, do they handle the trains that are handled on double tracks between Randolph Street and Harmon Court, a distance of less than one mile. During the busy morning and evening rush a train arrives and leaves every minute, and, after they get south of 12th Street, you can see trains on seven tracks moving in each direction at the rate of forty-five miles per hour. The suburban service handles nearly 100,000 passengers per day, and during the last street car strike handled 4,000,000 in less than a week.

Captain Percy Coffin, president of the Civil Service Commission of Chicago, paid us a high tribute by writing a poem entitled "The Grand Old I. C."

Kept Suburban Service Open

This suburban service holds the world's record for service and safety. When the terrible blizzard struck Chicago early in 1918, street car service was paralyzed and common labor was paid 30 cents an hour, but President Markham ordered $1.50 per hour paid for snow shovelers and sweepers to keep this service open.

The Illinois Central holds the world's record for trains arriving and departing on time. The Illinois Central takes all freight offered. We have twelve freight and passenger yards in Chicago which are all on level ground.

We have the finest passenger train in the world. Solid steel Pullman, buffet, diner and observation cars, "The Panama Limited" runs from Chicago to New Orleans daily both ways, less than 23-hour service, never late. Men over at the Board of Trade bet 100 to 5 that this train is on time, and will let you pick the day. We have 1-night service to St. Louis, Omaha, Paducah and Memphis and 36-hour service to Jacksonville. Our divisions are short where the trains can get over the road

safely and quickly. Our equipment is the best, safest and finest that money can buy. Our roadbed is rock ballasted, with the heaviest steel rails, which are elements of safety. Our stations are modern, surrounded by beautiful grounds and nice parks. With all these features, and with our officers, why shouldn't we be proud that we work for the Illinois Central System, and keep it the greatest, safest and most efficient railroad in the world by doing honest and faithful service?

Employe Affects His Own Pay

Last, but not least, among the reasons for being proud of the Illinois Central is because our president, Mr. Markham, is not opposed to organized labor conducted upon the right principles, and does not desire to place any employe in an attitude which would brand him as a traitor to his organization; but does earnestly urge each employe to prove his loyalty to his organization by seeing that its affairs are conducted in a manner he approves, and which is approved by a majority of its members.

If we work as hard for the Illinois Central System as we would for ourselves, and take care of its property as if it were our own, we would not be afraid of not getting a living wage. But to get good wages we must produce. The men in other lines of business who makes thousands of dollars a year are producing, and, if they did not produce, the business that they represent could not exist and pay them. The same is true of us. How long would a business like Marshall Field, or any other large business in the country, last and prosper if the employes were trying to run it to suit themselves, regardless of their merit or ability, telling the heads of departments where they would work, and what kind of work they would do, and when off duty speaking ill of the firm?

During 1922 let us all try to put forth our best efforts to create greater earnings for the Illinois Central System, instead of dragging along cutting our own wages, for when the Illinois Central doesn't make money, it can't pay good wages.

McComb, Miss., Plans a Real Homecoming

McComb, Miss., headquarters of the Louisiana division, whose history has always been closely identified with the history of what is now the Illinois Central System, is going to celebrate its half-century of life with a homecoming the first week in April. The program, in brief, will be as follows: Monday, April 3, Railroad and Industrial Day; Tuesday, April 4, Commercial Day; Wednesday, April 5, Anniversary Day; Thursday, April 6, School Day; Friday, April 7, Fraternal Day; Saturday, April 8, Farmers' Day; Sunday, April 9, Church Day.

"This celebration of McComb's fiftieth anniversary will not be the success it should be unless a great many of our former citizens enter into the spirit of the occasion," says the letter of announcement from the committee in charge. "The program is going to be on a big scale. The hospitality accorded you, combined with the great progress the city has made in recent years, will delight and surprise you. Come be with us. Renew old acquaintances and old memories. Enjoy the occasion to the fullest, and have the great pleasure of a solid week of Southern hospitality.

"The old home town is calling," the committee writes. "This letter is intended as an invitation to you, and others who have left the 'Old Home Nest' and gone far afield to cast your lot, and for the friends of the community, who, while they may have never been residents of McComb, have for one reason or another a warm spot in their heart for this city. This letter is intended as a cordial invitation to former residents, and those who have that cordial feeling of good will for this city, to come to McComb and be with us during Homecoming Week, which is observed in honor of the fiftieth anniversary of the founding of the city.

"Hundreds of you have been gone from us many years. You, no doubt, have fond memories of your childhood days here. Many have memories of old boyhood and girlhood friends, memories which will probably become more distinct on receipt of this invitation. Many will recall the old schoolhouse, the old swimming hole and loved ones who lie at rest in the old home town cemetery, and as you reflect on these memories, some sad, some glad, you are certain to have a longing to visit the scenes of your childhood. Come be with us Homecoming Week."

CLAIMS DEPARTMENT

Illinois and Ohio Are in Line

Below is an excerpt from General Order No. 68, Illinois Commerce Commission: "In the matter of rules and regulations governing corporations operating motor vehicles under an act entitled 'An Act Concerning Public Utilities,' approved June 29, 1921, in force July 1, 1921. Paragraph 16—No public utility shall operate a motor vehicle over or across a railway crossing at grade without first having come to a full stop at a point where the driver thereof shall have a clear view of the railway track in either direction for a distance of five hundred (500) feet."

The following rule was issued by the Public Utility Commission of Ohio under date of August 13, 1921: "Drivers of motor vehicles shall slow down to a speed of not exceeding three miles per hour when within fifty feet of any unguarded grade crossing of any steam or electric railroad and shall not cross the track or tracks until fully assured that it is safe to proceed."

A Lawyer Sues and Loses

An automobile owned and driven by D. K. Lindhout, an attorney of Chicago Heights, Ill., was struck by a north-bound passenger train while being driven across the tracks on the Lincoln Highway near Matteson, Ill., at 9 a. m., December 19, 1919. There was a crossing flagman standing in the road with his stop signal displayed; it was a posted crossing requiring travelers to stop before going on the tracks; there was an unobstructed view of the approach of the train for a distance of 1,000 feet; there was no negligence in the operation of the train; yet, regardless of all these facts, Mr. Lindhout attempted to shift his responsibility and negligence from himself to the railroad (in which he was not different from the majority) and brought suit.

The case was tried in Kankakee County in February, 1921, resulting in a verdict of $550 in his favor. An appeal was taken, and a decision has just been given out in which the Appellate Court upholds the contention of the railroad on every material point, reversing the lower court with a finding of facts.

I have no itemized statement of the cost of this litigation, but I judge a conservative estimate to be $400.—M. B. R.

Wrecked Motor Car on a Curb

Robert N. Hammons, a young man employed as delivery man for a Jackson, Miss., meat market, ran his flivver down the street toward a railway crossing at a high rate of speed. He failed to stop, look or listen and discovered too late that a switch engine was about to pass over the crossing. He didn't want to take any chances on damaging the locomotive; so he turned his flivver into the curb, causing it to turn over. When Robert was pulled from beneath the wreckage, he admitted it was all his fault, that he was running too fast and had practically no brakes. He was painfully injured; consulted a lawyer, who advised the services of a physician, but filed suit the following day. He later developed appendicitis, attributing it to the accident.

The suit was tried in the Hinds County Court the other day, but the jury, composed of representative citizens, could not accept Robert's version of the unfortunate accident and promptly returned a verdict for the railway company. The railroad was forced to use fifteen or more witnesses in its defense, most of them high-salaried men who will have to be paid by the company. The entire time of the court was consumed for one day at considerable expense to the taxpayers, while Robert is minus his flivver, his doctor and hospital bills, all trouble which could have been avoided by the exercise of reasonable care on his part.—H. G. M.

Argued With a Policeman

J. E. Jenkins, a citizen of Jackson, Miss., owner and operator of several jitneys at that place, had an altercation with the city police officer detailed at the Union Station at Jackson, relative to an alleged violation of the traffic laws. Jake came out second best in the argument and went to court to find relief for his

wounded pride, etc., filing suit against the policeman, the city of Jackson and the Illinois Central, jointly and for the sum of $15,000. Some of his erstwhile friends told him that the policeman was an employe of the railroad, paid by the company, and that he would have no difficulty in proving that fact.

The court heard Jacob's testimony, as well as that of his several witnesses, and decided that he had wholly failed to sustain his contention that the policeman was an employe of the railroad. It also held that the city of Jackson was not liable for the acts of the officer. Jake thereupon told the city that if it would pay the court costs he would dismiss the suit against the officer, which was done.

The trial consumed an entire day of the court. The taxpayers of Jackson will have to pay the expense of the trial, while the railroad is out the expense of its officers and attorneys in investigating and trying the case. Jake has returned to his jitneys, firmly convinced that it is easier to make money with them than with a worthless damage suit.—H. G. M.

Some Suits on the Y. & M. V.

Two suits against the Y. & M. V. were tried at the February term of court of Coahoma County at Clarksdale, Miss.

Mrs. A. T. Byars of Texarkana, Ark., sued for $15,000 on account of a personal injury she claims to have sustained December 19, 1919, while crossing the tracks at Coahoma, Miss., on her way to the depot. A small drain had been dug between two tracks and then under the track to the edge of the right-of-way to carry off water leaking from our water spout, and this drain is what she claims to have stepped into. It did not appear that the railroad was at fault, but to avoid the risk of some verdict and the expense of trial the claims department tried to settle with her for $300. However, she had much larger ideas, and the compromise was not made.

The case was reached for trial at a previous term of court. She was not ready, and it was continued at her expense. When the case was tried in February, the proof showed she was not in the regularly provided course of travel, but had wandered off on the tracks to a place where the public was not supposed to go; so the court instructed the jury to return a verdict for the railroad. As she was a non-resident, a bond for costs was required. The costs of the previous continuance and of the trial, together with her expenses in coming from Texarkana for the trial, etc., must be almost as bothersome as the injuries she says she sustained.

The other case tried was that of Frank Cornelius, a negro who sued the railroad for $30,000, claiming to have been shot by some member of the train crew while riding on a freight train near Lost Lake, Miss., April 19, 1921. The plaintiff was the only witness for himself. He testified that he was shot by some member of the train crew, but he could not identify the man. Each member of the train crew denied shooting him. He was seriously and permanently injured, and there was no dispute that he was shot by someone on the train. The members of the jury evidently thought he was shot by a member of the crew, as they returned a verdict for $5,000.

The case will be appealed, and probably eventually won by the company. However, it shows how troublesome and expensive cases of this kind are.

Trespassers on freight trains are often shot by other trespassers. However, there have been instances where trainmen have shot at a trespasser to frighten him; in some rare instances they have, no doubt, shot intending to hit the trespasser. Of course, trainmen have much to contend with in keeping persons off the trains and often the circumstances are extremely aggravating. However, they should at all times bear in mind that they have no legal right to use any more force than absolutely necessary to make an ejection and should never shoot, kick or strike a trespasser except in self-defense.

Within the last two years a new county has been formed on the Y. & M. V. from territory formerly in Yazoo and Washington counties. This new county is named Humphreys, and Belzoni is the county seat. Barbour & Henry, local attorneys for the railroad in Yazoo County, were made local attorneys also for Humphreys County. Thus far the railroad has had very little litigation there.

At the February term just passed two cases were tried. R. L. Johnson had a suit against the railroad for $5,000 actual and punitive damages because he said a train on which he wished to take passage failed to stop at Castleman, causing him to be greatly delayed in reaching home, where he had a sick child. The jury evidently looked with suspicion on his contentions, as it returned a verdict for the railroad.

C. C. Bartlett had a suit whose circum-

stances show how much a little carelessness and bad judgment on the part of an agent or conductor can cost the railroad—and, conversely, what can be saved the railroad by the exercise of care and discretion. Bartlett bought a ticket from the agent of the Southern Railway at West Point, Miss., over that road to Moorhead and thence over the Y. & M. V. to Belzoni. The selling agent made a mistake; instead of retaining the agent's stub he detached the Y. & M. V. coupon and retained it, so that when Bartlett got on the train at Moorhead he presented the conductor with the agent's stub. He claimed the conductor would not listen to his explanation, but abused and greatly humiliated him and ejected him from the train, and that he had to walk fifteen miles, etc. He said he was without funds with which to pay his fare.

A previous trial resulted in a verdict of $2,000, but this was reversed on appeal, as the court had instructed the jury that it might allow punitive damages. The second trial resulted in a verdict of $1,000. Of course, the two trials have been expensive for the company.

The fact that Bartlett presented the agent's stub to the conductor might have indicated to the latter that a mistake had been made by the selling agent. When the passenger said that he did not have funds to pay his fare, it would have been better to have carried him and turned in the stub with explanations. This would have saved the railroad a good many hundred dollars and would have been better advertising for the service than this suit has been.—E. W. S.

Keeping Up Interest Is a Hard Problem

By L. A. KUHNS,
Master Mechanic, East St. Louis, Ill.

It has been plainly demonstrated what can be accomplished by various departments in the drives or campaigns which have been put into effect in the past.

The results obtained, with few exceptions, so far as one is able to determine, have been gratifying. If the same interest were manifested by all employes at all times as during the drives, I am sure an exceedingly great saving could be made.

If all employes were obsessed with the thought that material of all kinds should be used as sparingly as if they were buying for their own use, there is no telling what could be accomplished. Employes are prone to ask for more than is really required.

For instance, a carman working on repairs to cars who requires four washers to complete a job will invariably ask for six, and consequently two are not used and, no doubt, are lost and never used. Or he may need six carriage bolts and get an order for eight or ten, leaving the extra ones not used, which is waste.

One may direct attention to the fact and for a time the condition is much better, but unless the supervisor in charge keeps watching closely the workmen will get careless and again ask for more than necessary. This applies to all departments.

It is also surprising to note the results obtained in yard damage when all yardmasters and switchmen, and trainmen as well, are interested to the fullest extent regarding the movement of the train or cars they are handling.

Some means of keeping a bulletin in all departments each month showing the name of the employe making the best showing as to the use of material or supplies would create rivalry and consequently the best effort of all employes.

Supervising employes visiting other shops and railroads and studying their methods of doing work not only are benefited but can create interest in any practice they may have observed which is an improvement in their opinion over the method in use on the Illinois Central. Any practice proving good should be given to others over the entire railroad. All employes are interested in new methods and new devices and are willing at all times to do anything to promote efficiency.

In order to create interest among shopmen and shop employes, keep the work up to the men at all times, so that they will always have a job ahead. In the event they are on one job and there is a delay when other workmen or conditions interfere, they can always go to another and thereby lose no time.

The men displaying the most interest and getting the best results are going ahead, while the ones showing no interest and not obtaining the best results are at a standstill and are not desirable.

Built a Monument for a Negro Employe

Kentucky Division Honored the Memory of Tom Kennedy, Chainman in the Service for Forty-Four Years

IN the negro cemetery at Louisville, Ky., is a monument that proves how well known to the employes of the Kentucky division was Tom Kennedy, negro chainman who served on that part of the system for forty-four years until his death in 1920.

Tom was known over the division as Tom Bowser, because in his early days of employment he was chainman for E. H. Bowser. He was constantly at Mr. Bowser's side out on the line, and served the engineer faithfully.

The name Kennedy was taken by Tom because he was born as a slave to Tom Kennedy in Virginia. He often spoke of his master, "Cap'n Marse Kennedy."

Tom was a very courteous negro. His hat came off every time he was recognized, and he bowed low with a broad grin when he was spoken to. He never entered the office at Louisville with his hat on, and he was the first one there every morning. He always had the office clean and dusted when his boss came. His disposition was always bright, but he was quiet, and he never had a thing to say unless he was called upon.

Raised Funds for a Church

The Negro Zion Methodist Church at Thirteenth Street and Broadway in Louisville is the result of Tom's efforts. He was a very religious person and worked night and day soliciting funds for the building of that church. He had complete charge of solicitation and seemed to have a lot to say concerning the plans of the church. The church was built at a cost of $30,000, and it was paid for before construction started.

Tom could not read and could write nothing except his name, and after that was written it could hardly be read. When he received his pay check at the office in Louisville, someone there always indorsed it for him, because when he wrote his name it required more space than a check allowed.

But Tom could read a tape. Assistant Engineer C. J. Carney, the last man Tom worked for, says that he was one of the best chainmen he had ever seen. He could read a tape forward or backward, Mr. Carney says, and was never known to make more than one mistake. Although he could not read, Tom could go to the file and pick out any map that was called for. Mr. Carney says that he never could see how Tom was able to do that.

An Expert in Finding Stakes

His duties about the office in Louisville were varied, and he could always be depended upon to take care of everything left in his charge. He was an expert at making blue prints. Mr. Carney says that no matter what town he and Tom went to they never wanted for stakes. Tom would crawl under a building here and there until he had gathered a great pile of

Tom Kennedy

them. He was never idle while he was out on the road. When there was no work to be done, Tom had his hatchet out chopping stakes and hiding them under buildings as a dog hides bones.

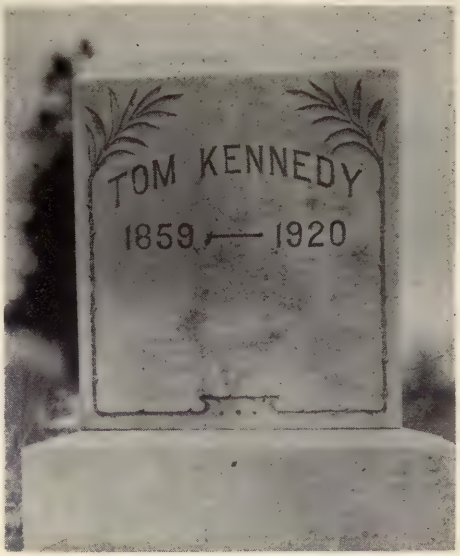
When Tom first entered the railway service, there was no record made that he was a negro. After he had worked several years, an order came to Louisville one day requesting him to report at Freeport, Ill. He was offered a position as assistant engineer.

Tom thought the men in the office at Louisville were joking him when he was told of the order, and he paid no attention to it. And the men in the office thought that it was a joke someone in Freeport was playing on Tom. However, when there came an inquiry as to why Kennedy did not report at Freeport, the Freeport office was informed that Tom was a negro.

Raised Money for a Monument

Tom had one bad habit. He was often seen eating canned goods out of the can. He would not empty the contents into a plate before he started eating. It is thought that this is what caused the stomach trouble that probably led to his death.

When Tom died, January 18, 1920, the entire force in the office of the engineer at Louisville went to the funeral. Assistant Engineer Carney started a collection to buy a few flowers for Tom's grave, and when he had seen everyone in the offices at Louisville he had $50. He was surprised at the willingness with which each gave to the fund, and he wondered if the entire division would want to contribute. An inquiry to some of the road men brought opinions which indicated that all of the employes who knew Tom wanted to contribute something. Mr. Carney then extended his territory to the entire division, and $300 was collected. A monument was bought with this money, and it was placed at his grave.



Tom Kennedy's Gravestone

Conscience Brings Company Old $25 Debt

Under the heading, "Where Shall I Spend Eternity? He Cheated Road of $25 20 Years Ago, Now Pays," the Peoria (Ill.) Journal of February 22 carried the following story under a Decatur date line:

George M. Morgan, passenger agent of the Illinois Central Railroad in this city, got the surprise of his life when he opened his mail this morning, for one letter contained a draft and accompanying explanation, the like of which he had never seen before.

Even the envelope inclosing the letter and draft is interesting. It is addressed to the Illinois Central agent at Decatur, Ill., and is postmarked Pasadena, Cal. On the reverse side of the envelope is printed in red letters, "Where shall I spend eternity?" The letter is neatly done in type, evidently by an expert typist, and one would infer that the writer is prosperous. The letter read as follows:

"About twenty years ago, while shipping a car of race horses from Davenport, Iowa, to Decatur, Ill., over your road, I carried three or four men in my car with the horses. I was only allowed one man in the car, but used a quart of whisky on the conductor and brakeman and got by with it. Since that time the Lord has saved and sanctified me, and I am straightening up my back life. A few weeks ago while lying awake at midnight the Holy Ghost spoke to me about this matter and told me to send the railroad twenty-five dollars. Enclosed find draft for same. If this isn't right I will be glad to make it right. Yours respectfully, A. SANDUSKY."

Decatur was in one of the big racing circuits and the races attracted thousands of visitors. The transportation of race horses was a most important item of railway business and was eagerly sought by agents.

Some Qualifications for a Stockkeeper

By F. T. HOWARD,
Stockkeeper, Clinton, Ill.

MANY a young man working in a storehouse today desires to become a storekeeper at some future date. However, before aspiring to this height, he must serve his apprenticeship in order to acquire the necessary qualifications to fit himself for this responsible position.

The first necessary qualification is common sense. He may have all the other qualifications necessary and, lacking this attribute, be a failure. If in early life we have not acquired it, it should be cultivated in order that we may be successful.

The aspirant should be a close observer, studious, painstaking, methodical, having a place for everything and everything in its proper place.

He should be a man who never quits; a man who does not know the term "failure"; a man who, when he attempts to do a thing, does it and does it right; a man who realizes if he accomplishes what he undertakes, somewhere, sometime and somehow, the powers that be will see and know and reward him accordingly; a man who works with the same energy, the same courage and tenacity when he receives 30 cents an hour as when he receives $10 a day.

He should be courteous and obliging, willing at all times to accommodate others, always gentlemanly when in conversation or dealing with employes of other departments, furnishing material and delivering it promptly when called for, showing the same courtesies that he would if he were working in a private store.

A stockkeeper located at an outside point or away from the main storehouse who is not directly under the eye of the storekeeper all the time and who is looking forward to promotion must handle his place successfully by always having it neat and clean, being in a position at all times to furnish information which might be called for by the storekeeper or other officials pertaining to material under his jurisdiction, and by so doing he may be the one recommended for advancement when the opportunity offers.

And, last but by no means least, he should cultivate acquaintance with the officials he comes in contact with, and also go out of his way to serve them efficiently. His associates and environment should be such as to command the respect of all, and he should keep abreast of the times by reading as much current edifying literature as possible. There is no doubt, if he follows persistently the outline embodied herein, he will finally be crowned with success.

You Are the Company

How often we hear the expression, "The company does not treat us right"—although right then the one making the remark is no doubt loafing on the job or, if not, is watching the "boss" for a chance to kill time.

Did you ever think of how much time is killed every day? While we know that time is money, and none of us would reach into the cash drawer and take out money, still we take time from the company for which we give nothing in return, which, in plain English, is stealing, and we know that it is the law of God and man that "Thou shalt not steal."

When we agree to work for the company for a certain amount per day and we are paid that amount, then we should give to the company a full day's work in return. Each of us should feel that we are the "company," that a chain is only as strong as its weakest link and that, when we fail to do our duty, we become the weak link in the chain.—GLEN ROACH, *Record Clerk, Telegraph Department, Memphis, Tenn.*

Dawson Springs' New Hospital Dedicated

Illinois Central Had Prominent Place in Great Kentucky Celebration Held on Washington's Birthday

WASHINGTON'S Birthday, February 22, was a big day for Dawson Springs, Ky. On that day there was dedicated the $2,250,000 veterans' hospital, said to be the most modern and newest hospital in the United States and the first completed for "our boys" since the world war. Since Dawson Springs is served by the Kentucky division of the Illinois Central and by no other railroad, naturally the Illinois Central took a prominent part in the celebration.

The crowd in attendance was conservatively estimated at 5,000. Special trains were run from Madisonville and Hopkinsville. The Illinois Central, according to the report of Agent G. C. McAuley, brought Governor E. P. Morrow and the entire legislature from Frankfort. This train consisted of eight Pullmans and two office cars. Superintendent T. E. Hill took these cars to Frankfort and turned them over to the governor and his party for their use. Mr. Hill was in attendance at the celebration, as were notables from many points, including Washington, D. C.

The day was ideal, and the crowd took every advantage of the opportunity to inspect the

Upper left, Major F. H. McKean, medical officer in charge of the new hospital. Upper right, Captain J. J. Cosgrove, executive officer. Below, one of the buildings for patients, showing the open-air arrangement.

buildings and grounds. Among the speakers on the program at the reservation were: Colonel Edward Clifford, assistant secretary of the treasury; Congressman David H. Kincheloe of the Dawson Springs district; Congressman Langley of the Tenth Kentucky District; Will P. Scott of Dawson Springs; Dr. S. M. Rienhart, representing Colonel Forbes of the War Veterans' Bureau; Emmet O'Neil of Louisville, state commander of the American Legion; Miss White of the Red Cross, and Thomas F. O'Connell of the Knights of Columbus. Governor Morrow himself delivered the dedicatory address.

Music was furnished by the Camp Knox military band.

A social entertainment was given in the recreation building in the evening. This consisted of a reception, followed by a dance. Members of the legislature were entertained at dinner.

To Take Patients From Three States

The Dawson Springs Hospital, the construction of which was described in the July, 1921, issue of the *Illinois Central Magazine,* will receive patients from Indiana, Ohio and Kentucky. Major F. H. McKean is medical officer in charge; Captain J. J. Cosgrove is executive officer.

The story of the hospital at Dawson Springs, if properly written, would read like a romance. At the time it was decided to build this great plant, the first thing that entered into the consideration of a site was the fact that nowhere else on the North American continent could be found the "healing waters" of Dawson Springs. Another consideration was the fact that the scenery and unpolluted atmosphere were second to none.

Inquiry was made by the Public Health Department for a record of the temperature for a number of years past. Everyone thought it was impossible to obtain such a record, but when the inquiry became known Mrs. T. W. Clark came forward and presented an unbroken record for forty years past showing the daily temperature, and the days of sunshine. The average temperature was shown to be 64 degrees Fahrenheit, and 74 per cent of the days were days of sunshine.

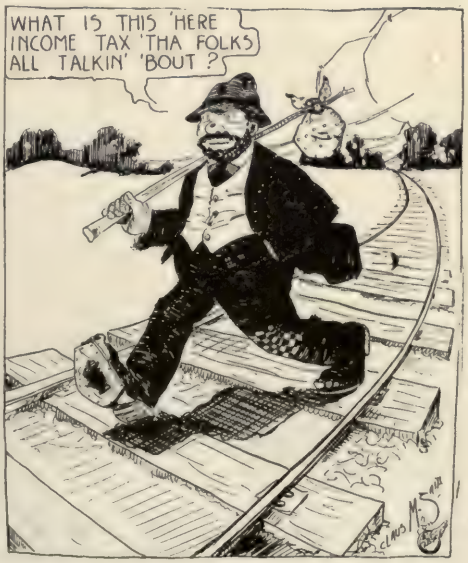
A Genuinely Healthful City

Next the health of the community was inquired into, and the local physicians showed by their records that Dawson Springs is so healthy that doctors have to make their living off the guests when they first arrive, before the famous water gets in its work.

That this place should be one of the great attractions of Kentucky, to be placed among its places of interest along with the birthplace of Lincoln, Jefferson Davis, the home of "My Old Kentucky Home," Mammoth Cave, etc., it was decided to donate a reservation of five thousand acres of land for a site. It is hoped to turn the whole reservation into a national park, the real playground of Kentucky.

The unit consists of twenty-two large buildings as follows: Infirmary; semi-ambulant; six ambulant; administration; nurses's quarters; junior officers' quarters; attendants' quarters; non-tubercular hospital; senior officers' quarters No. 1; senior officers' quarters No. 2; quarters for officers in charge; chapel and mortuary; dining room and mess hall; amusement building; laundry; power house and gas house. The hospital, when functioning with every bed occupied, will mean an outlay of more than $100,000 a month. It has been suggested that the capacity of this unit can be doubled by the expenditure of about $750,000, and this change is now being considered.

According to the circular announcing the dedication, "Dawson Springs is a delightful place in which to live, located in the heart of a beautiful range of low mountains; on a through line of the great Illinois Central Railroad, with splendid passenger, freight and mail service; close enough to a great coal field to insure cheap fuel, and within seventy miles of the center of population of the United States."



The Traveling Engineer and the Fuel Bill

Great Economies in the Use of Coal Are Neccessary, and He Is the Man Who Must Point Them Out

By J. L. HARRINGTON,
Traveling Engineer, Tennessee Division

THE fuel bill of the railroads, like other expenses, has increased greatly within recent years. In the year ending June 30, 1915, the fuel used by Class I roads amounted to less than $210,000,000; in 1916 it cost them more than $250,000,000, and in 1918 more than $500,000,000. In 1920, owing to increases, both in amount of fuel consumed and in the average price, the total fuel bill of the Class I roads was $675,000,000, an increase since 1916 of $423,000,000, or 170 per cent. This increase was partly due to an increase in the amount of fuel consumed on account of the larger traffic handled, but principally to the increased price of fuel.

Since the end of 1920 there have been substantial reductions in prices paid by railroads for coal. However, it is clear that further reductions must be made in all operating expenses, including fuel. The cost of fuel must be reduced further both by reduction in price and by effecting greater economies in its use. The latter can be accomplished only by the closest supervision on the part of the traveling engineers; in the last analysis, we, more than anyone else on the railroad, control the fuel situation.

Duty of Traveling Engineers

The various officials, who are always willing to co-operate with us on this question, as a rule have but limited mechanical experience, and we can expect them to call to our attention only a few of the irregularities that come under their notice, these chiefly being black smoke, an engine with valve or cylinder packing blowing, valves out, or maybe power-reversing gear defective. All of the above-mentioned defects waste coal and will pass unnoticed by the inexperienced.

Carbonization in steam chests and cylinders of superheat engines is particularly destructive to the efficiency of a locomotive, and my experience has been that this is largely a matter of supervision on the part of traveling engineers in educating the engineers in the proper handling of the engine. When, from a number of engines working under similar conditions and making about the same mileage, a few are found badly carbonized and the rest are practically free therefrom, the fault is usually found in the manner in which the engine has been handled; and it can be corrected by properly advising the engineer.

Surprise Tests Are Valuable

The power-reverse gear is a coal-saving device when properly maintained, but if not properly maintained it plays havoc with the coal pile. Traveling engineers should familiarize themselves with every detail of this feature of operation, and I would suggest that they be permitted to spend a few days out of every six months on Air Brake Instruction Car No. 10 with Mr. Bales, whose experience with the sundry conditions encountered on the system would no doubt be beneficial.

We should recommend the continued installation of devices which result in burning less fuel in proportion to the power produced. Traveling engineers should also spend a portion of their time at shops and roundhouses to become familiar with the manner in which work is done and to advise with the foremen and mechanics.

A check should be made of the manner in which superheat flues are being cleaned, this to be in the nature of a surprise test after the flue borer has OK'd the engine for service. I have known of cases where tests of this kind produced very good results. We all know what it means to the coal pile to have even one superheat unit inoperative.

On Hiring a New Fireman

The matter of educating firemen has been pretty thoroughly covered. This education begins when he is given an application for employment. In my opinion, the officer having direct supervision over him should employ him, bearing in mind that he is to become a future engineer. Some attention should be given to his mental and moral caliber. The officer who supervises his work is naturally going to be more particular as to what he is getting than the man who merely hires him and dumps him to someone else to educate. It is not so easy

to get rid of an undesirable as it was a few years ago, which is another reason for exercising greater care in their selection.

I am going to take the liberty of digressing from the subject of fuel to make mention of a complaint we hear from many travelers and shippers, that rates are too high. In spite of the relatively high rates, the railroads, as a whole, have not earned the net returns it was expected they would. In fact, most of them have not been earning enough to pay operating expenses and taxes.

Must Keep Public Informed

I believe we all recognize the fact that, if the railroads are to regain their footing, the utmost efforts must be made by all of us who are directly connected with the business, first, to obtain efficiency and economy of operation and, second, to keep the public informed in order that many unjust attacks (which will continue to be made upon the management in the future as they have in the past) will not mislead public opinion regarding private management. All of us who are in close touch with railway affairs know that private management is not perfect; but we all have good reasons for believing that it is better than government management or the Plumb plan management. Therefore, it behooves us to do all we can to make private management a success.

Was Trainman in the Link-and-Pin Days

John Q. Adams of Pinckneyville, Ill., who signs himself "a 'has-been' employe of the Illinois Central," contributes the following account of hardships of trainmen in the old days:

When I first entered railway service it was as a trainman with the Cairo Short Line, a road later on acquired by the Illinois Central System and known now as the St. Louis division. I well remember my first trip to this day. It was made on what was known as the Du Quoin-St. Louis local freight. At that time I thought I was very fortunate in catching that job, as it was considered a "preferred" run, inasmuch as it was a daylight run, or at least was considered so. It was, with the exception of having to work a few hours before daylight in order to make up our train before leaving the terminal. It was a job, too, in making up your trains those days. Everything had to be "bunched" and put in station order.

Now this job which I had been striving for for so long and finally landed was all right. It was what I was looking for. Of course, being a new man on the job, it fell my lot to take the "head end," where there was plenty of exercise in the way of setting "binders" every time we had an occasion to make a stop, besides other work, not to say anything about shoveling down ten or twelve tons of coal each trip for the "tallow pot," all of which took a strain off him.

His Work Started at 4 a. m.

Before leaving the Du Quoin terminal the head brakeman's duty was to get up about 4 a. m., eat his lunch, then go to the roundhouse—a distance of a mile, more or less—and get the engine crew (the wise end of the crew, eh?) and return to the yards where the train was to be made up, where the real work began. All he had to do then was to "tie into" the first cut of cars that was handy, as it made very little difference where you began, for you had to shift every track in the yard, anyway, before you got out of town. When heading down the lead with a bunch of cars, say anywhere from twenty-five to one hundred, it would be necessary for this head "guy" to "go high" in order to transmit signals to the head end. After pulling every track in the yard and having our train together, we would proceed on our journey. Maybe we would go in on time, and maybe we wouldn't. That depended, of course, altogether on luck. If we didn't break in two more than seven or eight times or pull out too many "tongues," we would usually go in on the "advertised," but in extremely bad luck the "owls" would be after us about the time we reached Belleville, fourteen miles short of our destination.

Wages From $40 to $50 a Month

As I said before, the head "guy" had to "go high" every time there was a stop made, and especially when making up trains. He took his position near the head end, where his signals could be seen by the "tallow pot," for at that time it was up to the fireman to take them. Outside of standing on the head end for a couple of hours each day while making up the train, I had very little else to do except keep from being knocked off the top of a car once in a while when the "eagle

eye" made a bad job in bunching or taking the slack out of the old "link-and-pin" couplings, especially when the conductor had told the "hog head" how many way cars he would have out on the trip, and all "working." But, after all, why should we have worried? Just think of the salary we were getting—from $40 to $50 per for a brakeman and $90 for the "Johnniewise." And to think of it—we got our pay every month, too.

Saw the Air Brake Come In

I was working on the Paducah division of the Illinois Central between Pinckneyville and Brooklin, now known as Brookport, about the time the air brake was instituted. John ("Smoky") Allen, my conductor, is still in the service of the company punching tickets. We went down the Ozark Hill many a time with only four or five cars of air, that being the limit of cars we had in the train equipped with air. But the crew thought so much of these "extra brakemen," as we called them, that they would have been willing to rawhide a great deal in order to get them ahead. The fact that we had these air brakes did not exempt the train crew from any further duties; on the other hand, everybody had to do a little "decorating" and set a few brakes in addition to bunch the train and keep control of it. After having set enough brakes immediately behind the air to control the train, the "stinger" would sit down on a brake wheel and take the world easy. Many a time the writer of this article has stood on top of the train all the way down the hill in all kinds of weather. I have gone over the train when it was absolutely necessary to "coon" the running boards in order to set brakes in controlling the train. Snow, sleet and ice were no bar. It was a case of "have to" those days in order to hold your "office."

A Word as to Loyalty

Very few railway men of today experienced the hazardous times of the "link-and-pin" days. And, as a consequence, present-day railway men know very little about the hardships the "old timers" had to contend with. The working conditions of the train service men have been greatly improved, and the hardships, to some extent, have been eliminated. Present conditions are improved especially as to conditions regulating the working hours and compensation. For the present improved conditions the railway organizations are entitled to equal credit with the company. The improvement has been brought about by co-operation. While the organizations deserve much credit for the working conditions they now enjoy, they should also feel grateful to the company in assisting them in getting these better conditions. In other words, always be willing to go "fifty-fifty" with your company.

Every railway man employed by the Illinois Central has a good company to work for and gets fairly well paid for his labor. For these two reasons he should work at all times for the betterment of the company as well as for himself.

AROUND CHICAGO

Suburban Passenger Service

The following letter, dated February 2, is from our ticket agent at Kensington, Ill.: "About 9 a. m. this date, my baggageman notified me that a fire had been discovered under the suburban platform in the coal bin, caused by some passenger's throwing a cigaret butt through one of the platform cracks. The fire was discovered by Walter De Golyer, who throws switches at 12th Street. Very little damage was done, as M. Masley, baggageman, put it out with fire extinguisher and water before it got a good start."

The following letter was received from John R. Duffy, a passenger: "Wish you to take into consideration the conduct of one of your employes, E. C. Perlin, 8055 Escanaba Avenue, on the night of February 2, 1922. I was returning to my home via the Illinois Central South Chicago division, and on getting off at Parkside station left a package containing clothing of considerable value on the train. Owing to the honesty and thoughtfulness of Mr. Perlin, this suit was returned to me without loss of

Hamilton Watch

"The Railroad Timekeeper of America"

"My Hamilton enlisted in the 90's"

"I bought this Hamilton in the nineties and am still running trains by it", said Conductor Patrick J. Landy, the efficient Conductor who takes the fast mail No. 9 on the Chicago and North Western out of Chicago.

A feeling of affection is displayed by veteran Railroad men for their Hamiltons, a feeling that has been inspired by the unfailing service which the Hamilton Watch has given them under all the strenuous conditions of railroading.

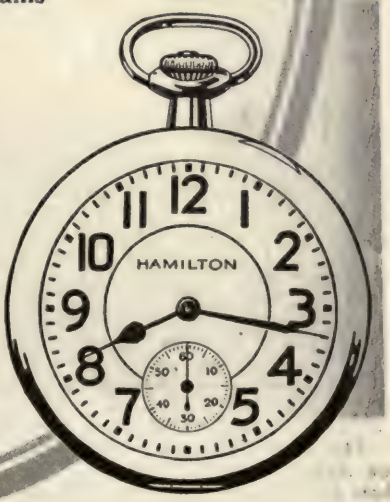
The accuracy and durability of the Hamilton Watch is the result of the skill and brains employed in making it the dependable servant of the Railroad man. 'Quality First, to meet Railroad requirements" is the motto of the Hamilton factory.

The Engineers and Conductors who have been long in the service have tested and proven the accuracy and dependability of the Hamilton. To the younger generation of Railroad men we say

Own a Watch with a Service Record

The Hamilton Watch has been keeping trains on time for thirty years.

That is the kind of watch you need.



When you buy, inspect the Hamilton models that Railroad men favor, particularly No. 992 (16-size, 21 jewels). Hamilton Watches range in price from $40 to $200. Movements alone $22 (in Canada $25) and up. Send for "The Timekeeper", an interesting booklet about the manufacture and care of fine watches. The different Hamiltons are illustrated and prices given.

HAMILTON WATCH COMPANY

Lancaster, Penna., U. S. A.

time or worry. I hope you will take this matter into consideration and accept my word of praise regarding the courtesy and honesty of the Illinois Central employes, and the company's service to the public in general."

Auditor of Freight Receipts

Mrs. Pearl Wirsch recently spent a few weeks visiting friends in California; she was in a snow storm in Pasadena and later sweltered in the sun while the ranges above were covered with snow.

Charles Rowe was heartily welcomed on his return after spending ten weeks at the Illinois Central Hospital because of an injured leg. He speaks highly of the service.

On January 29 twins (a boy and girl) came to the home of Mr. and Mrs. Hugh McCormick, but the little girl lived only a day.

Julia Lopeman (with a few others) was a guest of Mary Garden and the Chicago Opera Company at an evening's opera. After the opera Miss Garden served her guests a lunch.

W. L. and David Levin were bereaved in the sudden death of their father on February 21.

—

Got a card from the girls this morning—dog-gone their travelin' skin—
They're up around Niag'ry Falls, a-writin' home ag'in.
Seems like those girls' one glory is to wander fur and free,
An' farther off they get, the more they write to me.
They send these picture postcards with photos showing that
The world is allus beautiful where you ain't livin' at.
Their messages reads all the same in letters, large an' clear,
They write from Memphis and Champaign an' say: "Wish you were here."

The girls of the tabulating department must have their fun, whether it be in Champaign, Memphis or Niagara.

—

Many employes read with sorrow the article in the papers of March 8 regarding the failure of a Chicago stock concern, and now they wish that they had invested in Illinois Central stock. It often takes a good, hard bump to teach us, but we all learn sooner or later. The butterfly has very pretty wings and he is rather attractive, but he does not fly as straight as the crow, although the black fellow is not half so good looking.

Burnside Shops

Robert G. Stripp, employed in the master mechanic's office as car clerk, retired on pension, effective March 1, after forty-three years and five months of faithful service.

Mr. Stripp was born in Germany, July 31, 1848. The family arrived in this country in the fall of 1857, settling in New Haven, Conn. In 1860 they moved to Champaign, Ill., and later settled on a farm near Sadorus, Ill.

Robert G. Stripp

In 1869, when 21 years old, Mr. Stripp obtained work as a carriage painter in Champaign, an occupation he followed for nine years. He was married during this 9-year period. September 2, 1878, at the age of 30 years, he entered the service of the Illinois Central at Champaign as clerk.

In October, 1880, he was transferred to the office of the superintendent of machinery as clerk, where he remained until July, 1882, at which time he was appointed storekeeper at the old car works (now 27th street roundhouse, Chicago), and later, in 1884, was advanced to the position of chief clerk at that point. In December, 1896,

This photograph shows the office and staff of the auditor of freight receipts, North Michigan Avenue, Chicago, in 1896. At that time there were seventy-five employes in the office; now there are 450 in that department, which is housed in the 63rd Street office building at Chicago. Thirteen of those shown in the picture are still in the service, some of them with the same department. One of them, B. T. Humphries, has had forty-nine years of service. Photograph and information by courtesy of John J. Enright.

"Safety-Valve Steve" Says:

Tim, my fireman, can't wear his jumper when he's firing—but when the run's over he slips on a slick jumper—and gives the crowds the once over.

Yes—Tim is careful that all Overalls and Jumpers he buys are made out of Stifel's Indigo Cloth. I switched him in right—twelve years ago when I says—"Tim—always look for this boot-shaped trade mark in your Work Clothes."

STIFEL REGISTERED

All the big Overall and Work Clothes manufacturers use Stifel's Indigo Cloth because it *wears* best. Well—we're pulling out now. See you later.

Garments sold by Dealers Everywhere —We are Makers of the Cloth only.

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STIFEL REGISTERED

the car works were abandoned, and Mr. Stripp and his chair were moved to Burnside shops. Upon his arrival at Burnside, he was appointed car clerk, a position he faithfully kept to the date of his retirement, without complaint. In addition to being a farmer, painter and railway man, Mr. Stripp has been a splendid cornet player. His talent in this line helped in the organization of the Illinois Central Band, of which he was band master for two years.

His retirement will not be lonesome, for he is the proud parent of a sturdy family, consisting of two sons and three daughters. He has eleven grandchildren (two of the youngest ones are sitting on his knee in the picture), who will fill the remaining years of his life.

WISCONSIN DIVISION

Superintendent's Office, Freeport, Ill.

Clerk Walter Tappe's father died Thursday, March 2.

Agents L. J. Bartle of Argyle, Wis., and F. E. Lomboley of Monroe, Wis., have been praised for courtesy and service in a letter written to Superintendent J. F. Dignan by K. M. Quackenbusch of 1014 Seventh Street, S. E., Minneapolis, Minn. "They both did everything in their power to assist me," wrote Mr. Quackenbusch, referring to bringing the body of his father to Minneapolis.

Conductor J. B. Stewart has been commended several times recently for activity in obtaining passengers for the Illinois Central.

Dixon, Ill.

Warehouse Foreman Hugh Curran was on the sick list a few days the last part of March.

Switchman M. J. Reilly spent the last week of March on vacation, his place being filled by D. S. McIntyre.

High water from the Rock River ice gorge did no damage to Illinois Central property other than to put the pumping station out of service for a few days.

Chief Clerk Paul Reilly was off duty March 1 on account of the death of his niece, Mrs. Katherine Burke.

J. W. Skaggs and his outfit returned to Dixon March 1 and will soon resume work taking down the old bridge across Rock River.

Interchange Clerk George McKenny moved on March 1 into new quarters on West Fourth Street.

Hanford McNider, the national commander of the American Legion, reached Dixon March 6 via the Illinois Central. He spoke in Dixon and Sterling.

Dixon's new $250,000 theater was opened to the public Wednesday, March 15. It will seat 1,300 persons, and the stage can take care of the largest show on the road. This gives Dixon two first-class show houses.

The Sandusky Cement Company has taken steps to provide itself with coal in the event of a strike. The company is storing more than twelve thousand tons of coal, and the Illinois Central is getting its share of the business. The cement company uses three hundred tons a day during the busy season.

A meeting of business men, farmers and secretaries of the various Chambers of Commerce between Freeport and La Salle, held in this city recently, forwarded resolutions to Governor Small asking that work on the proposed pavement between Freeport and La Salle be started this summer.

La Salle, Ill.

During the past several months Miss Margaret Confrey and Miss Mary Cawley of the local freight office at La Salle have become much in evidence along the line of traffic solicitation. Through earnest efforts they have "landed" routing orders for several valuable consignments from the East, as well as some important business from other sections of the country. These young women are on the alert

E. E. White of Waterloo, Iowa, Minnesota division engineer, uses electric lights in his chicken house, as explained in the February issue of this magazine. This view was taken at 7 p. m. one day in February, when everybody else's chickens were at roost. Mr. White has about 110 *hens, and their January record was* 1,709 *eggs—the highest of ten record flocks in Blackhawk County.*

at all times and make it a point to see that the Illinois Central is given a chance to display its ever efficient transportation facilities. Company officials have made considerable mention, through the medium of personal letters recently, of the activity displayed by Misses Confrey and Cawley in obtaining routing orders from eighteen La Salle merchants covering shipments to move in a package car from the East.

MINNESOTA DIVISION

E. S. Warren, operator at Nashua, has resumed his duties after a 90-day leave of absence, which was spent in the South visiting relatives.

William Brinker resumed his duties as agent at Waddams Grove after a 30-day siege in the hospital.

C. T. Coffey, genial operator at KB, Dubuque, who has been off duty the last three months on account of illness, is reported slowly improving.

J. H. Wells of East Cabin reports having a fine vacation in California.

W. W. Wheaton, agent at Masonville, reports an addition in his family February 26.

Miss Genevieve Sims has returned to her duties in the superintendent's office after a 30-day leave of absence.

P. J. Printy, pensioned engineer, is spending the winter with his daughter in Wichita Falls, Texas.

Paul Harrington, 18 years old, son of Conductor J. E. Harrington, died Wednesday, March 8, at St. Bernard's Hospital, Chicago, after an illness of one day. Burial was made at Freeport, Friday, March 10.

We have learned of the sudden death of Mrs. J. Thompson, sister of Miss Anna Brauhn, tonnage clerk, superintendent's office.

Ralph Denny has returned to work after a three months' leave of absence spent attending an officers' training camp at Columbus, Ga. Mr. Denny holds the rank of first lieutenant in the Iowa National Guard.

Walter Palmer, brakeman between Dubuque and Chicago, has returned to work after having been called to St. Louis by the serious illness of his sister.

Conductor J. H. Good's home in Waterloo was slightly damaged by fire Sunday, March 5.

Conductor H. Smith has returned from Pittsburgh, Pa., where he visited his mother, who is ill.

Andy Valeske and Mrs. K. Kutsch were married in Freeport recently.

Waterworks Foreman J. C. Landgraf and Mrs. Landgraf have returned from a trip through the South.

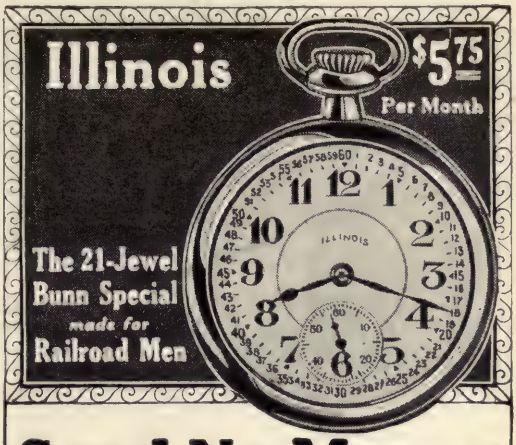
Harry Knocke, pumper at Dubuque, has returned from the Chicago hospital, where he went for a slight operation.

John Avory, pumper at Galena, is now in the Chicago hospital to undergo an operation.

H. Rhoads, roadmaster at Dubuque, made a two weeks' visit to Jacksonville, Fla., during the early part of February. Mr. Rhoads is interested in orange groves near there, and kindly remembered the division office force at Dubuque by sending a box of his choice oranges.

SPRINGFIELD DIVISION

Thursday, March 2, the regular Transportation Club meeting was held at Decatur, Ill. It was well attended by various interested lines. The attendance from the Illinois Central was larger than usual. Those attending from the division were Superintendent C. W. Shaw,



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This 21-jewel Illinois Watch—the **Bunn Special** sent on trial. Do not send us a penny. The Bunn Special, made to be "the watch for railroad men," is adjusted to 6 positions, extreme heat, extreme cold and isochronism. 21-jewel movement, Montgomery Dial, handsome guaranteed 20-year gold-filled case. *Guaranteed to pass inspection on any railroad.*

After Trial a Few Cents a Day

The watch comes *express prepaid* to your home. Examine it first. Only if pleased send $5.75 as first payment. Wear the watch. If after ten days you decide to return it we refund deposit immediately. If you buy, send only $5.75 a month until $57.50 is paid.

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Supervising Agent F. W. Plate, Chief Clerk H. M. Gleadall, Agent C. W. Donaldson, Clinton, Agent G. W. Morgan, Decatur, Ticket Agent G. A. Lavery, Z. Snell, Helen Kraft and Margaret Harris, all of Decatur. These meetings of the Transportation Club are productive of good results and should be taken advantage of to a greater extent than in the past.

The Illinois Central has been recognized by having chosen as a delegate to the International Rotary Convention, to be held in Los Angeles, Cal., June 5 to June 9, 1922, Superintendent C. W. Shaw of the Springfield division. Dr. G. S. Edmonson, district surgeon, is an alternate.

It has been noted from final figures obtained on the February coal drive that the Springfield division was able to take a position ahead of the Minnesota division in fuel conservation. Unfortunately, we did not reach the mark set for the reduction in switch engine mileage, which was occasioned by the heavy switching being performed on account of opening the new yard at Clinton, being furnished with longer yard tracks and permitting Central Type engines to park the trains all on one track instead of doubling over, as had been the practice heretofore.

Charles P. Freemon, 1526 South College Street, Springfield, who was retired on pension effective as of December 31, 1921, has been connected with the Springfield division as brakeman and conductor since May, 1892, and has been in charge of one of our passenger trains for the past several years. About a year ago Mr. Freemon, who is a heavy man, met with an accident to his knee, resulting from a fall. The knee has failed to respond to treatment sufficiently to permit him to continue in active service.

George Jeffrey, engineer, who has been absent on account of sickness, has returned to work.

D. W. Boggs, engineer, has returned to service after several months' leave of absence on account of illness.

George Howard has resumed his duties at the roundhouse office after being absent on account of illness.

Miss Esther Jones, stenographer in the division storekeeper's office at Clinton, submitted to an operation for appendicitis in the Illinois Central Hospital at Chicago the morning of March 8. She is getting along nicely.

Conductor M. J. Kennedy, who has been out of service for some time on account of illness, is reported as getting along nicely and will soon return to his duties as passenger conductor.

Mrs. Harry Zimmerli and little daughter, who have been ill for several days, are very much improved.

Conductor E. E. Hilbrant of the Havana-Champaign runs has been off duty on account of illness. Conductor Ira Wallace is filling his run.

Brakeman J. E. Shepherd has returned to work after being absent on account of having pneumonia.

Conductor J. W. Fry is off duty on account of injury to one of his legs when a horse fell on him.

Baggageman John Keemer and Passenger Conductor W. H. Scott are taking a vacation for the purpose of making a trip to Texas to look after their oil interests in that state.

Switchman E. E. Newlin is off duty on account of ill health. He expects to go to Denver.

Brakeman Thomas Duke, Jr., has asked for ninety days' leave of absence. Accompanied by his wife, he expects to spend the leave of absence on his farm in Wisconsin.

Conductor John Lovell of the Springfield-East St. Louis local is absent from duty on account of having the flu.

Caller E. H. Young has been granted thirty days' leave of absence and has gone to Hot Springs for the benefit of his health.

Special Agent Harold Dodd was married Thursday, March 9. After a short honeymoon, the couple will reside in Clinton.

Brakeman Carl Bowers of Clinton and Miss Marie Ashley of Benton, Ill., were married in St. Louis, Monday, March 6.

Conductor Chris Cully was off for a few days looking after business interests. He also attended the funeral of Conductor W. H. Sharkey at Amboy.

Conductor O. H. Lawson of trains 19 and 20 is off duty on account of the death of a relative

Engine 2997, one of the most recent of the Central Type locomotives, has been in service on the Illinois division since November, 1921, between Champaign and Centralia. This class of engine is probably one of the most modern on any road in the United States; the coal is brought forward, elevated and blown into the fire-box by steam, an auxiliary engine being placed under the deck for this purpose. This engine was on exhibition at the Illinois Central station during Homecoming Week at the University of Illinois, Champaign, Ill., and attracted thousands of visitors. The engine is in charge of Engineer A. L. Barnard and Fireman A. M. Wheeler.

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With the same thoroughness that has characterized their successful efforts in furnishing lubricants to other industries, TEXACO is supplying railroads with the best railway lubricants made.

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THE TEXAS COMPANY

RAILWAY TRAFFIC AND SALES DEPARTMENT
NEW YORK CHICAGO ATLANTA HOUSTON
OFFICES IN PRINCIPAL CITIES

in Colorado. During his absence, Conductor McIntyre is filling his run.

Engineer C. C. Catlin of the Springfield-Clinton passenger run has been off duty for some time on account of illness. At present he is regaining his health.

Road Department

Signal Maintenance Foreman F. W. Yeager of Clinton was married in Springfield, Monday, March 6.

The station building at Radford, Ill., was destroyed by fire the morning of March 11. The fire was discovered about 2:30 a. m. when it was too late to save the building or contents.

Resident Engineer G. C. Harris, who has been in Clinton for some time past, in charge of the construction of the new yards, has moved his headquarters to Monee, Ill., where he will have charge of some construction work on the Illinois division.

Thomas Turney of the engineer auditor's office, Chicago, is now at Clinton working up completion reports for the new yards recently constructed.

Thomas F. Murphy, for many years an employe of the Illinois Central at Clinton, who died in his home December 18, had been ill for several years, but his condition did not become critical until a few days before his death. The son of Mr. and Mrs. Bernard Murphy, he was born in Quincy, Adams County, Ill., January 20, 1862, which made him almost 60 years old at the time of his death. Early in 1890, Mr. Murphy went to Clinton and took up work as a brakeman for the Illinois Central between Clinton and Centralia. For twenty-five years he served the company on the Clinton district. After working as a brakeman for a short time, Mr. Murphy was made a conductor. He was later given charge of a fast preferred freight run between Clinton and Centralia.

While in charge of his train at Pana, July 11, 1915, Mr. Murphy was stricken with paralysis. Other strokes of paralysis incapacitated him to such an extent that he was confined to his home until his death. He was retired from service and pensioned by the company in 1916.

Mr. Murphy and Miss Anna Skelly were married May 22, 1895. To this union two children were born, Bernard R. Murphy, night ticket agent for the Illinois Central at Clinton, and Miss Anna Murphy, employed as a stenographer at the Illinois Central freight house at Clinton. Both children, with their mother, survive. Mr. Murphy is also survived by two brothers, Bernard and John Murphy of Clinton.

Mr. Murphy was highly regarded, especially by the employes at Clinton and other points on the Springfield division. He was a member of the local chapter of the Order of Railway Conductors, and, until he became ill, was an active and staunch worker among railway employes for that organization.

INDIANA DIVISION

Roadmaster's Office

February 22, 1922, employes of the Mattoon and Peoria districts met at Mattoon to conduct a "spelling bee" on the maintenance of way book of rules and standards. Supervisor T. J. Flynn of the Effingham district conducted the meeting. One hundred questions were asked, and the Peoria district, under Supervisor J. C. Crane of Mattoon, defeated the Mattoon district, under Supervisor W. O. Chamberlain of Newton. The meeting was of great benefit to all who attended. We are looking forward to another contest where the Peoria district will meet the Effingham district, which recently defeated the Indianapolis district in a similar contest. It is also planned to have a meeting of the two original losers, the Indianapolis and Mattoon districts.

Ditching with the Jordan spreader ditcher, in charge of Engineer Joseph Kenney, has been started on the Mattoon district in the vicinity of Olney.

The division officers attended the annual Washington's Birthday banquet given by the Creve Coeur Club at Peoria February 22.

Mattoon Shops

W. C. Johnson, roundhouse foreman at Mattoon, and Mrs. Johnson were called to Cherokee, Iowa, by the death of Mr. Johnson's sister.

H. M. Christian, engineer, underwent an operation for appendicitis in Chicago at the Illinois Central Hospital, and is reported as getting along very nicely.

W. C. Johnson, roundhouse foreman at Mattoon, has been appointed general foreman at Evansville, to fill the vacancy caused by the death of Thomas Miller.

Corporal Frank Brown, son of Mr. and Mrs. William Brown, died at an army camp in California February 25 as the result of a pistol wound received while in the service of the United States Army. Corporal Brown had been stationed in the Hawaiian Islands for two years, and his term of enlistment would have expired within two months. He was regimental band leader, and, as such, had the honor of playing a solo for the Prince of Wales. William Brown is employed at the Mattoon shops as a car carpenter.

Lon Harris, wrecking foreman at Mattoon, has received news of the death of his brother, Tom Harris, in California.

Above is the home of W. D. Morgan at Hodgenville, Ky. Mr. Morgan has been on the run between Cecilia and Hodgenville for twenty-one years. At first he was switchman and flagman; he was promoted to conductor in 1909. He has been in the service of the Illinois Central System for thirty years. In his first service at Louisville, Ky., as flagman, he took the first combination baggage and express run out of Louisville. Mr. Morgan has been married twenty-nine years. For some time he had a farm near Hodgenville. He sold that two years ago and purchased his present home.

W. E. DeLay, fireman, of Palestine, is spending the winter in Florida for his health.

G. W. Fuhr, engineer, of Decatur, is spending the winter in Florida.

Office of Chief Dispatcher

During February, 1922, the Indiana division loaded and billed 818 cars of grain, mostly on the north end of the Peoria district. This is the largest business of this kind for February for several years past.

Effective March 16, the Anita, Ind., agency is closed. This station becomes a prepay station.

Operator Carl Edwards, Mattoon yard office, has been ill two weeks with influenza. He was relieved by Operator McGowan.

The banana and perishable movement from the South is growing heavier every day, causing considerable business to move over the Indianapolis district through the Indianapolis gateway.

Trainmaster's Office, Mattoon-Peoria Districts

Conductor H. T. Harper, who has been in Tulsa, Okla., for the past two months for the benefit of his health, reports fine warm weather and that he has greatly improved.

Brakeman and Mrs. A. Guess departed March 9 for St. Petersburg, Fla., where they expect to remain until about April 1.

Trainmaster's Office, Indianapolis-Effingham Districts

Charles Webster, conductor, has been confined to his room, suffering with an attack of the "flu."

Former Passenger Conductor J. R. Winterringer relieved Conductor H. L. Overburg on Nos. 303 and 324 the first part of March.

Miss Ruth Etherton, formerly clerk in Trainmaster E. N. Vane's office at Palestine, surprised her many friends by getting married. The lucky man is Orville Richey of Palestine. Miss Emma Pearce of Linton, Ind., has become Miss Etherton's successor.

Speaking of stage talent, we must at this time give some of our employes on this district due credit. On March 2, in Palestine, was given a most successful minstrel show by the American Legion of Palestine, with Dale Arnold, clerk for Road Supervisor T. J. Flynn, H. Bruner, conductor, and W. K. Gettinger, brakeman, all taking active part.

Agent's Office, Indianapolis

H. G. Powell, who was located in Indianapolis with the Illinois Central as traveling freight agent and later became assistant general freight agent at Chicago, is now traffic manager of the Illinois Terminal at Alton, Ill. He recently visited the Illinois Central offices, renewing old acquaintances in what he calls his home city, Indianapolis.

Charles Englehardt, warehouseman, was called to Houston, Texas, by a telegram announcing a serious accident to his daughter, who is located there.

Miss Nellie Shirts, formerly report clerk, is now Mrs. Earl Cochran, and has gone to Winthrop, Iowa, to live on a farm.

Miss Wilna Beaver, formerly comptometer operator with the revising bureau, is now Mrs. C. B. Barrickman and living in Detroit, Mich.

Agent's Office, Evansville, Ind.

The new loading platform which is being constructed in the Illinois Central Main Street yards is rapidly nearing completion. The construction of this platform in the heart of the business district makes it possible for the Illinois Central to handle many cars of competitive traffic which heretofore have been given other lines.

A. W. Walling, rate clerk, has resumed his duties after a siege of illness lasting five months.

C. C. Kunz, agent, recently received word of the death of his father, Fred J. Kunz, in Hollywood, Cal.

J. S. Markham, crossing flagman, has been in the Illinois Central Hospital at Paducah,

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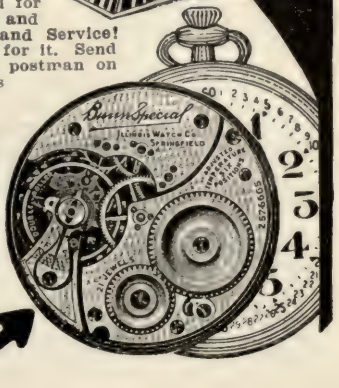

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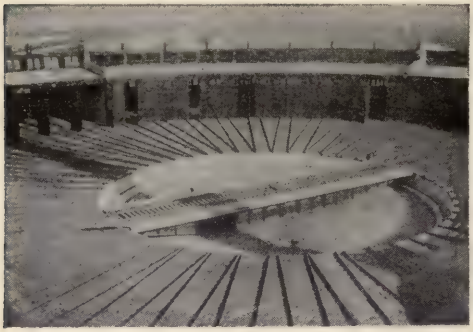

Turntable, Centralia, Ill., Roundhouse, St. Louis Division

Ky., for the past three weeks, having splintered a bone in his right arm. Mr. Markham also underwent an operation for the removal of his tonsils.

Miss Irma Koelling, revising clerk, has resumed her duties after an illness of three weeks.

ST. LOUIS DIVISION

To date there have been twenty-four oil trains run from Centralia, Ill., south. They average sixty cars a train.

Miss Mary Wilhoit, who formerly lived at Carbondale, later moving to Cairo, Ill., and being employed by the Illinois Central at that point, was recently married to a Mr. Nelson, who also is an Illinois Central employe. They made a short trip to New Orleans and points in Texas, and will reside in Cairo, Ill.

Work has started on the extension to the division office at Carbondale.

The Illinois Central is taking an active part in the campaign for the eradication of the mosquito and the prevention of malaria at Carbondale and vicinity.

Fred W. Beineke, warehouse foreman, Belleville, Ill., died March 11, after only a few days' illness, and was buried in Walnut Hill cemetery March 14. Mr. Beineke was a clean, conscientious and loyal worker.

There have been recent heavy spring rains on the St. Louis division.

Will H. Lindsay, 57 years old, for more than twenty years a resident of Carbondale, died at his home, March 11, after an illness of about two months with heart trouble. Mr. Lindsay worked a great many years on the St. Louis division as bridgeman on both division and whole line bridge gangs. At the time of his death he was employed by the Ayer & Lord Tie Co., Carbondale.

Sam Parks was recently appointed road supervisor with office at East St. Louis, Ill. Sam Minton was appointed road supervisor with office at Christopher, Ill. Harry Larson was made clerk for Mr. Parks, and J. A. Baumer clerk for Mr. Minton.

TENNESSEE DIVISION

H. G. Frazier, for ten years employed as car inspector in Chester Street yards at Jackson, Tenn., was instantly killed at his home on Wilkinson Avenue, March 8, when struck by a falling tree. The body was taken to Greenfield, Tenn., for burial.

F. B. Wilkinson, agent at Jackson, Tenn., is able to be back at his post of duty, after being off several days with an attack of influenza.

Conductor J. T. Howard, who has been ill of pneumonia at his home in Haleyville, Ala., is reported much better.

A washout plug which is an improvement over all others, the invention of Hal Howard, boiler foreman, Jackson shops, has been sold to a concern in Canada. Associated with Mr. Howard in getting patent rights and putting the product on the market were several other Illinois Central employes. Jackson shops has received considerable notice as the home of several inventions which have been placed in service. It will be remembered that the Martin tool holder, which is now being sold in Canada and the United States, was the invention of T. O. Martin, formerly blacksmith foreman at Jackson, Tenn.

Mr. and Mrs. Rufus Kemp, Jr., were blessed with an 8-pound daughter, Miss Norma Margaret Kemp, February 27.

Engineer and Mrs. T. E. Ervan of Dyersburg, Tenn., made a flying trip through Florida and returned via New Orleans for the Mardi Gras while on a leave of absence.

Sammie Hudson, negro pensioner, died at his home in Fulton, Ky., March 7. He was born April 25, 1850, and entered the service of the Illinois Central as a laborer at Louisville, Ky., in February, 1870. He later worked on the Tennesee division as a sand dryer. After serving the company for thirty-seven years, he was given a pension in November, 1917, and died at the age of 72.

Section Foreman G. G. Payne of Fulton, Ky., lost his eight-year-old daughter, March 13, from a complication of pneumonia and measles.

According to the Jackson (Tenn.) Sun of March 5: "Owen Durham, who has been in the employ of the Illinois Central Railroad here as night freight clerk, left last week to accept

Home of L. W. Lyle, Agent, Utica, Miss., New Orleans Division

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Ask your jeweler for these watches

Then you can't go wrong in buying your watch.

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It may be required LATER.

Originally, railroad watches were not adjusted to positions.

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a position with the same railroad in New Orleans, as a member of the bureau of information staff there. Mr. Durham is regarded as an exceptionally efficient railway man and his promotion is gratifying here."

MEMPHIS DIVISION

Conductor J. R. Hoke and Conductor A. C. Henry are at the Illinois Central Hospital at Chicago, receiving treatment.

Traveling Engineer Von Bergen has been assigned to special work on the Southern Lines investigating the cost of lubricants for locomotives. B. J. Feeny has been assigned to take care of work on the Clarksdale district during Mr. Von Bergen's absence.

On passenger train No. 14, March 2, Conductor A. C. Henry discovered a hot box at Tunica, Miss., and had to cool and pack it. At Lake Cormorant he found the same box very hot. Conductor J. C. Richardson, who was deadheading on No. 14, rendered every assistance possible, without being asked, in spite of the fact that he had discarded his working clothes. With the assistance rendered by Mr. Richardson it was possible for No. 14 to reach Memphis in time to make all connections.

J. P. Hairston, agent at Cruger, Miss., while inspecting train No. 51, February 28, discovered a brake beam down in the train, five cars from the caboose. The train was stopped and the brake beam removed.

MEMPHIS TERMINAL
Mechanical Department

Charles Leonard, machinist, who has been confined to his home on account of illness for a week, has resumed work.

James Hurd, night toolkeeper, who has been ill with the "flu" for two weeks, is able to resume work.

E. Johnson, labor foreman, who was stricken with paralysis at his home, 1084 Greenlow Street, is improving rapidly and may soon be able to resume work.

A. L. Newman, machinist, who has been on the sick list with a severe case of malaria, has resumed work.

Engineer and Mrs. Herman Slusmyer have returned from Paducah, Ky., where they were called by the death of relatives.

Joseph Hamoka, machinist, is confined to his home with a severe attack of the "flu."

William Limeberry, machinist, who has been a victim of the "flu" for two weeks, has so far recovered as to resume work.

A. C. Frozier, machinist, has resumed work after being absent for a week with a touch of the "flu."

W. M. Tlosley, machine shop foreman, has resumed duty after being absent for a few days on account of illness.

L. R. Swofford, chief electrician, who has been confined to his home for a month with a serious case of scarlet fever, is improving rapidly and is now considered out of danger.

P. O. Bailey, machinist, who was stricken with paralysis while at work and taken to St. Joseph's Hospital, is much improved, though not entirely out of danger.

J. R. Dixon, stationary engineer, who was confined to his home for ten days on account of the "flu," is back on duty.

Bruce Myers, blacksmith apprentice, who was confined at St. Joseph's Hospital with a severe case of "flu," has so far recovered as to resume work.

George Cook, blacksmith, who has been ill with an attack of the "flu," has resumed work.

Walter Leech, machinist, has returned from Jackson, Tenn., where he was called by the death of a relative.

Dewey Limeberry, machinist apprentice, had a narrow escape from being seriously injured when his shirt sleeve caught in a lathe he was working on. His clothing was torn from his body, but he escaped with a few bruises.

H. C. Bond, machinist, who has been on the sick list with an attack of the "flu," has gone home to Pensacola, Fla.

G. E. Marchuti, machinist, has gone to Pensacola, Fla., his former home, where he will visit relatives for a few weeks.

H. L. Terry, machinist, has gone to Paducah, Ky., where he will be the guest of relatives.

R. J. Wetzel, track foreman, Greenwood, Miss., who has been confined at St. Joseph's Hospital with a fractured knee cap for a month, has so far recovered as to return to his home. Mr. Wetzel speaks highly of the treatment accorded him.

Charles Schubert, machinist apprentice, has resumed work after being absent for a few days with an injured foot.

M. Griffin, machinist apprentice, is taking an enforced vacation caused by a painful injury to his finger.

Walter Moore, machinist, and Mrs. Moore have gone to St. Augustine, Fla., where they will be the guests of their daughter.

Robert Whitton, machinist apprentice, has resumed work after being on the sick list for a few days.

G. E. Jones, airman, is confined to his home on account of illness.

Here is a picture of Master Paul Saunders Cecil, Jr., grandson of Assistant Engineer J. M. Hoar of the Tennessee division, who says he is going to make a first-class engineer out of the youngster.

Louis Heisler, molder, has resumed work after being on the sick list for a week.

A. R. Lancaster, airman, has returned from Chicago, where he was under treatment at the Illinois Central Hospital.

George Marrero, machinist, has resumed duty after being absent for a few days on account of illness.

E. R. Christmas, machinist, has recovered from his recent illness and resumed work.

Sylvester Mahoney, machinist apprentice, who sustained a painful injury to his finger when he hit it with a hammer, is much improved.

The Lauderdale Improvement Club launched its first semi-weekly entertainment Friday evening, March 10. The school auditorium was filled to its capacity, and "standing room only" was the order of the evening. The following program was rendered:

Address of Welcome.....President W. F. Lauer
Address.....Prof. Wharton Jones, Supt. of Schools
George Washington's Early Days.....
.....Miss May Class
Recitation.....Alberton Gilbertson
Camping Out.....Boy Scouts
Recitation.....Clifford Davis
Blackface Sketch.....
.....Norman McBride and F. Foley
Select Readings.....Mrs. E. N. Taylor
Whistling and Piano Solos.....
.....Frank Wright and Miss Thelma Lovindgood
Songs of the South.....School Children
Extracts From Popular Operas.....
.....Mr. and Mrs. O. F. Sodestrom

The liberal applause given the volunteer artists proved the entertainment a huge success. M. A. Hannah and Professor Toryson supervised the affair.

The Lauderdale Improvement Club held its regular meeting Friday evening, March 10; after a short business session in which twenty-seven new members were enrolled. President Lauer outlined the course to be taught at the Lauderdale night school, beginning Monday evening, March 13. The course consists of the eighth grade bookkeeping, shorthand, penmanship, spelling and mechanical drawing. Any young man who is not advanced to the eighth grade can take up his studies where he left off. Seventy scholars have already been enrolled, and many of the Illinois Central apprentices are expected to take advantage of this opportunity, especially in regard to mechanical drawing, as most of them live in the district. The drums, bugles and fifes have arrived for the Drum and Bugle Corps, and the boys are busy every evening, under a competent instructor, learning to manipulate them.

Mrs. C. C. McCaskill, wife of Engineer McCaskill, has returned home after a thirty days' visit at Baltimore, Washington, Asheville and Birmingham. She was accompanied home by her two nieces, Misses Mildred and Louise Stokes, who will make their future home in this city. A surprise party was given Mrs. McCaskill on her arrival by the McLemore Avenue Presbyterian Church choir, of which she is a member.

A meeting of the Illinois Central employes held at the freight office recently resolved to form a 4-team baseball league, consisting of teams from the Central Station, Freight Offices, Memphis Shops and Nonconnah Shops.

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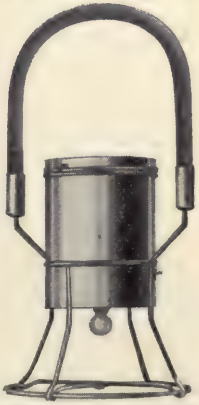

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PROTECTION

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My Occupation is.....

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Continental Casualty Company H. G. B. ALEXANDER President **Chicago**

They will be under the rules of the M. A. A. and use the grounds of the shop organization. They will not play any team outside the league until the season ends. Players desiring further information should apply to D. C. Hudson, Illinois Central freight office.

The new McLemore Avenue viaduct over the Illinois Central tracks is near completion, and the street car company has begun to lay its tracks across to Florida Street. The organizations of South Memphis are making great preparations to celebrate the opening, which will take place on some Saturday in order that the largest number of people may take part in the exercises. A grandstand will be built in Gaston Park for the county and city officials, committees and invited guests. It is estimated that there will be more than 3,000 school children parade, besides various fraternal and civic orders. Barrels of lemonade will be placed in the park to quench the thirst of everybody, and the day made a gala one in honor of the Illinois Central Railroad and the city officials, who have erected a monument which will stand for a lifetime.

Nonconnah Car Shops

The Illinois Central and Yazoo & Mississippi Valley once again joined forces on February 28, when Miss Lillian June Creedon, stenographer in the general car foreman's office, became the bride of W. H. Stovall, fireman on the Y. & M. V.

E. J. Hollanan, foreman, is receiving the traditional hand-shake and slap-on-the-back since February 27. Reason: Baby girl—eight pounds—Name, Patricia.

L. E. Broome, formerly record writer, paid the office a visit recently. Mr. Broome is now practicing law at Parkin, Ark.

W. A. Crawford has returned to work after a few days' absence caused by the serious illness of his daughter, Miss Anna Dean, who underwent a serious operation.

Foreman McAdoo's wife has recovered from the serious operation she recently underwent at St. Joseph's Hospital.

Roadmaster's force, Memphis, Tenn. Top row, reading left to right: C. A. Maynor, roadmaster; J. Crahen, supervisor; J. D. McBride, supervisor bridges and buildings; Miss Elizabeth Milligan, supervisor's clerk; Miss Birdie Carstarphen, clerk to supervisor bridges and buildings; Miss Tudie Light, roadmaster's stenographer. Bottom: George Digel, roadmaster's chief clerk; M. A. Kernodle, clerk.

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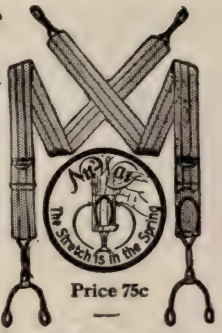

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MAY, 1922

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Joseph J. Bennett

Mr. Bennett, whose appointment as purchasing agent of the Illinois Central and Yazoo & Mississippi Valley railroads, with headquarters at Chicago, was announced January 1, was born in Centralia, Ill., July 7, 1885. He was educated in the Centralia schools and was graduated from the Centralia High School in 1902, after which he entered the service of the Illinois Central as expense clerk in the freight office at Centralia. In 1903 he accepted employment with the Centralia Coal Company, performing various duties in the mines, and was later made top superintendent, a position which he filled until July, 1907, when he re-entered the service of the Illinois Central as local coal inspector at Centralia. Following this, he accepted the position of traveling coal inspector, Southern Lines, in March, 1909, with headquarters at Princeton, Ky. He was appointed fuel agent October 1, 1910, with headquarters at Chicago, was promoted to assistant purchasing agent January 1, 1913, and to purchasing agent, January 1, 1922.

VOLUME TEN NUMBER ELEVEN

ILLINOIS CENTRAL MAGAZINE

MAY NINETEEN TWENTY-TWO

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GEORGE M. CROWSON, *Editor.* CHARLES E. KANE, *Assistant Editor.*

Buried Treasure at Crystal Springs, Miss.

Annual Vegetable Movement, Now in Progress, Is Expected to Eclipse All Previous Records

YOU don't have to go back to the days of the pirates to read about buried treasure. The farmers and business men in the vicinity of Crystal Springs, Miss., on our lines, put practically all of their available cash in the ground each spring. The sun and the rain are the treasure seekers who dig up the buried gold, in the form of tomatoes, cabbages, peas, beans, carrots, beets and other vegetables, and the Illinois Central refrigerator cars are the agencies which right now are engaged in transmuting those vegetables back into the original money—and a good bit of profit, to boot.

Although there are other noted vegetable shipping points on our lines in Mississippi—Gallman, Beauregard, Hazlehurst and Wesson, for example—Crystal Springs eclipses them all in the intensity of cultivation and in the total number of carloads shipped each year. Last year Crystal Springs sent out more than 1,900 cars of vegetables, and this year the total is expected to come close to 3,000. As the vegetable shipping season is only slightly more than three months long, this means that as many as sixty cars of vegetables a night moved out of Crystal Springs in the height of the season last year and that probably a hundred a night will be the big rush this year.

For a town with a population of 1,600, this is a wonderful lot of traffic. Our 1921 revenue at Crystal Springs was in excess of $600,000. Incidentally, there were no outbound exceptions charged against the station in 1921, which is certainly a compliment for Agent R. S. Brent and his force.

But to return to the buried treasure. The vegetable business is the life and hope of Crystal Springs. There are probably 15,000 acres of vegetables in Copiah County and its environs this year. The average farm is small—probably not more than ten acres. Land, fertilizer, seed and any number of other items put the investment into fairly large figures, even on such small farms, and consequently a good deal of the farming is done with borrowed capital. The merchants of Crystal Springs, in many cases, own and operate their own vegetable farms, as the good gravel roads make such a system practicable; and in other cases they are staking the farmers to the necessary supplies. Every financial facility of the town is behind the vegetable business, and it is no exaggeration to say that Crystal Springs watches the early spring weather, with its constant danger of frost, more closely than any other town in the United States.

A Rush to Protect the Crop

R. A. McPherson, furniture dealer and manager of the Crystal Springs Canning Company, likes to tell how late one night he decided there might be a frost; so he made haste to cover up his young tomatoes. He passed on the idea to a neighbor, and in almost less time than it takes to tell about it he heard motor cars all over town being cranked and started out to the fields. Paul Revere met no "minute men" readier in response to a call than Mr. McPherson did.

When the vegetable business got its start, almost fifty years ago, it was customary to fire a cannon to notify the growers of approach-

ing frosts; now the same service is officially given by a siren at the town powerhouse.

Tomatoes, cabbages, carrots, beans and peas are Crystal Springs' most important crops, and they rank in importance in about the order given. Many other crops are grown, but the acreage is scattering. As the 1922 acreage in all crops is about 25 per cent larger than that of 1921 and the prospects seem more favorable for a heavy yield, it is not unreasonable to look for shipments of between 2,500 and 3,000 cars this year, figuring on last year's basis of 1,900.

Tomatoes, which were set in the fields the last part of March and the first part of April, will begin to move about June 1. May 1 is the date for the beginning of the cabbage movement. Green peas started moving about the middle of April. Beans will start about the middle of May. Carrots and beets are scheduled for the first part of May.

15,000 Acres in Vegetables This Year

I. T. Riser, sales manager of the Truck Growers' Association, is the man who has the statistics on Crystal Springs' vegetable business at his finger tips. Mr. Riser's association has a membership of about 140 farmers and handles about 20 per cent of the total vegetable business out of Crystal Springs. In making his estimates, Mr. Riser multiplies his own

Loading Scenes at Crystal Springs

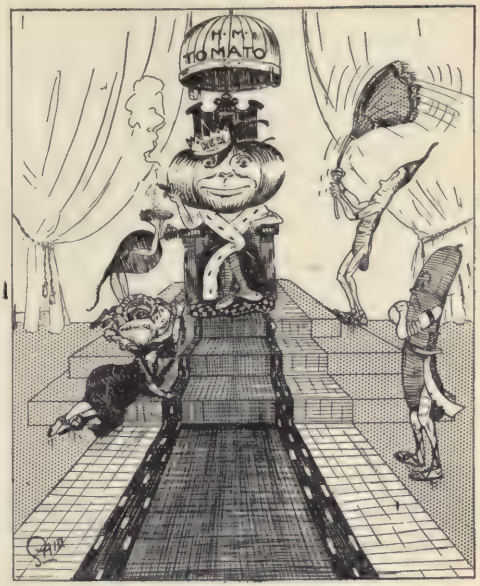
association's figures by 5 to get the total for Crystal Springs, and then he doubles that total, more or less, to get the figures for that vegetable growing region, roughly including Copiah County and adjoining parts of other counties.

Mr. Riser's farmers have 1,775 acres in vegetables this year. This gives 9,000 acres for Crystal Springs and, Mr. Riser estimates, 15,000 for the territory. There are, he figures, 3,500 acres in tomatoes at Crystal Springs and 7,500 in the district. For cabbages the figures this year are, on the same basis, 1,350 acres and 2,700 acres; for carrots, 900 acres and 1,200 acres; for beans, 800 acres and 1,600 acres; for peas, 800 acres and 1,200 acres.

Tomatoes are shipped in 12-quart crates. Last year they made 250 crates to the acre and netted 94 cents a crate at Chicago, according to Mr. Riser's figures. Cabbages made 110 100-pound crates to the acre and netted $1.92 a crate. Carrots totaled 290 hampers (a hamper holds seven-eighths of a bushel) to the acre and brought in 68 cents for each hamper. Beans yielded 60 hampers to the acre and netted $1.70 a hamper. Peas made 115 hampers to the acre and brought in $2 a hamper. These prices were net after transportation and handling charges had been paid, and out of these receipts the farmers had to pay the expenses of raising the crops.

Some Costs of Raising Peas

Peas are the coming crop at Crystal Springs. The acreage devoted to them is steadily increasing. Last year they brought in $230 an acre. This looks like a lot of money, but Mr. Riser figures that expenses had to be paid something like this: Fertilizer, $38; hampers, $20; picking, $25; jute (string for tying the vines), $5.50; sticks, $5.50; seed, $25; labor, $10. This cuts the return down to about $100, not figuring in the use of teams and tools and rent of land, the latter an item of about $10 an acre. If the farmer clears $75 an acre, he is doing pretty well—and the average



The King of Them All

Center, our station at Crystal Springs; left, plant of Crystal Springs Manufacturing Company; right, plant of Crystal Springs Canning Company.

farm, as pointed out before, is only about ten acres. Of course, there are many larger farmers, but for the most part they have to parcel out their land, as the amount of land that can be handled in vegetables is necessarily limited.

Weather conditions, of course, affect the crops. So does the law of supply and demand. Vegetable prices vary greatly from year to year. Mr. Riser, to give an illustration of this, tabulates the net prices for crates of tomatoes and cabbages for the last eight years:

Year	Tomatoes	Cabbages
1914	$ .62	$ .61
1915	.36	.69
1916	.62	2.27
1917	.84	3.75
1918	1.11	.95
1919	1.06	3.09
1920	1.26	2.14
1921	.94	1.92

Fertilizer Means Freight Revenue

Mr. Riser's association started with sixty-seven members in 1914 and an acreage of 789. Now it has 140 members and an acreage of 1,775. Its average farm has twelve and one-half acres in vegetables. The members sell co-operatively and get their supplies in the same manner. Only eight out of the 140 members do not own their own land, and the association represents considerably more than 20 per cent of the land-owning farmers at Crystal Springs.

Pointing out that the revenue derived from carrying the vegetables is not the only return the Illinois Central gets from the vegetable industry at Crystal Springs, Mr. Riser says that fertilizer is now being used at the rate of almost a ton to the acre. The members of the association imported 1,400 tons of fertilizer this year, and that means that Crystal Springs used about 7,000 tons and the district in the neighborhood of 15,000 tons. The cost to the farmer averages about $38 a ton, but the farmers realize that fertilizer more than pays for itself in increased yields.

Home of B. W. Mathis

A Vegetable Grower Since 1884

B. W. Mathis is one of the veteran vegetable growers of Crystal Springs. The firm of B. W. Mathis & Sons is probably the best known in that region in raising and marketing circles. Mr. Mathis started to raise fruits and vegetables about 1884 on his farm about a mile out of Crystal Springs, and he has been in the business ever since. He has seen many growers come and go. He has about 600 acres under cultivation now, and justly lays claim to the title of being the largest continuous individual vegetable grower in the South.

Mr Mathis manages to get two crops a year, and sometimes three, off his many fertile acres of rolling bottom land. He follows his vegetables with corn and cotton. That he is prosperous is attested by the fine farm home he has, the buildings he has put up for handling the vegetables, the

A Typical Field of Peas at Crystal Springs

In the Fields at Crystal Springs

motor truck he uses, the community store he maintains on the farm and the general air of permanence about the place.

Mr. Mathis says he is convinced that success in vegetable raising can come only to the farmer who is content to play the game over a long term of years, taking his losses as they come and averaging his profits over a considerable time. He does not care to see farmers going into the business just as a "flyer" and expecting to make big money every year. He recalls that a flood one year caused $10,000 worth of damage to his crops, and he has seen the market so finely balanced that his own output of cabbage—a few cars a day to Chicago—caused a tumble in price from $6.50 a crate to $3.50 a crate within ten days.

Nowadays, however, since so many other markets have been developed, particularly in the East, he says that it is almost impossible for such a thing to happen.

There is some difference of opinion among the larger farmers as to the best method of handling their land—hiring labor or allowing the land to be worked on shares. Mr. Mathis believes in hiring his help and working the whole farm as a unit.

Firm Has 700 Acres in Vegetables

A. S. Thomas of R. B. Thomas & Company, a firm which farms about 700 acres of vegetables, reports that both systems are in use on the firm's land. About half of the land is worked under the wage system, which Mr. Thomas believes is the more satisfactory. The firm's holdings total from 4,200 to 4,500 acres, but only about a sixth of this is in vegetables.

There are about 300 acres in tomatoes, 200 acres in cabbages, 100 acres in peas and about 100 acres in carrots, beans and beets. The Thomas firm has never experienced a complete failure in vegetables since the members started doing such farming at Crystal Springs in 1896. They have made their money in Crystal Springs, and now they are numbered among the wealthiest citizens of the community. In addition to farming, they are in the shipping business, have a general store on a corner across the street from the Illinois Central station, and A. S. Thomas has an interest in one of the local crate factories.

According to Mr. Thomas, the firm has an increased acreage in peas and cabbages this year. He looks for a big season in shipping, and his fear is that our loading facilities may prove inadequate, since they have been greatly taxed to handle the traffic in the past.

Largest Shippers in Crystal Springs

A. Lotterhos of the Lotterhos & Huber Company, dealer in general merchandise, is another of the veterans of the Crystal Springs vegetable industry. Crystal Springs is said to be the largest tomato shipping point in the United States, and the letterhead of the Lotterhos & Huber firm announces that its members are the largest shippers of tomatoes in the United States.

Mr. Lotterhos, like Mr. Thomas, is a little worried about the Illinois Central's ability to handle the rush of business that is expected this year. It has been hard to load sixty cars a day in the past, he says, and it may be necessary to load 100 a day this year.

Last year his firm handled 823 cars of vegetables, about 40 per cent of the total handled out of Crystal Springs. In the earlier days (the firm was established in 1866) it handled frequently 75 per cent of all the shipments. Vegetable shipments began as early as 1876, according to Mr. Lotterhos, and he remembers that the first car of tomatoes out of Crystal Springs (that was in the 80's) was shipped to Denver, Colo. Now, owing to the improvement in transportation facilities, the whole North is a market for the products of Crystal Springs. Shipments to Canada are not infrequent. Most of the vegetables, however, go to New York, Philadelphia and Chicago.

Vegetables Are a Lot of Work

As vegetable brokers, Lotterhos & Huber dispose directly of about 85 or 90 per cent of all the vegetables they handle. The rest are shipped to the markets on consignment. As general merchants, they have supplied about a thousand farmers with an average of three tons of fertilizer this year, and they sell about 10,000 pounds of twine a year. Mr. Lotterhos testifies to the attention vegetables must have, attention which frequently limits a family's farm to five acres Tomatoes, for example, have to be handled in the hot bed, in the cold frame and in the ground; they have to be staked, pruned and tied; they have to be covered in times of

frost, and finally they have to be picked and crated.

Mr. Lotterhos thanks the refrigerated express service for the fact that the raising of peas has picked up so remarkably in recent years. The acreage increase in peas this year is 60 or 70 per cent, but a lighter yield per acre is expected. Mr. Lotterhos recalls that it was the boll weevil that got Crystal Springs into the vegetable business, and he believes that this was the best change the town ever made.

Planning to Enlarge Cannery

The Crystal Springs cannery, previously referred to, has a capacity of 10,000 cans a day. As an adjunct to the vegetable shipping business, by utilizing the vegetables which might not stand shipment, it has proved its worth to the community in the past. It is now planned to extend its operations over the whole year, instead of merely a few months, and to increase the capacity to 20,000 or 30,000 cans a day.

G. M. Cook is president of the Crystal Springs Canning Company, and R. A. McPherson, previously quoted, is manager. The reorganization project includes plans to increase the capital stock from $2,000 to $10,000 or $20,000, to increase the capacity of the cannery and to run it all year, to install a feed mill and to open a cream station—in other words, to cater to the needs of the farmers and vegetable growers of Crystal Springs in every way possible.

One of the chief products of the cannery in the past has been tomato paste. This is made of the tomatoes which will not stand shipping. The pulp is run through a seeder and otherwise prepared so that it can be used as the base for catsup, tomato soups and the like. The demand for this is growing, and it is planned to turn out at least four times as much each year as at present. Beans also have been put up in the past, and now it is planned to add potatoes to the list.

The cannery is able to pay the farmers $10 to $12 a ton for vegetables that other-

An hour in the life of a turnip from the farm of B. W. Mathis at Crystal Springs: (1) *Picking and hauling from field;* (2) *washing;* (3) *bunching;* (4) *in hampers and on the way to town—C. D. Mathis at left, B. W. Mathis at right;* (5) *loading in an Illinois Central refrigerator car. Pictures taken March 30.*

Cold Frames at Crystal Springs

wise would have to be thrown away, and in this way it adds to the wealth of the community.

Crystal Springs Is Prosperous

The prosperity of Crystal Springs is reflected in civic enlargements and improvements. It is planned to enlarge the city limits, and thereby to increase the population from 1,600 to 3,000. Every requirement of a little city is found within its borders. Two box and crate factories have been built to take care not only of local needs but also of orders from all over the South. The Crystal Springs Manufacturing Company, which is somewhat larger than the Planters Package Company, is just across the Illinois Central tracks from the latter at the southern edge of town. It runs the year around, has 200 employes and uses up 16,000 feet of lumber a day.

W. B. Lockwood, attorney, town clerk and local newspaper correspondent, reports that the fame of Crystal Springs and its vegetable industry has traveled so far that he is in receipt of a letter from Chicago indicating that 3,000 farmers from others parts of the United States are considering moving to Copiah County. According to Mr. Lockwood, the present building boom in Crystal Springs has brought the following results: W. T. Ellis, a 60-room brick hotel near the Illinois Central tracks, leased for ten years to Bryant & Reese of New Orleans; R. J. Young, a frame furniture factory; E. C. Garland, a $30,000 brick department store; J. S. Wise of Hazlehurst, a brick automobile service station, 50 feet by 100 feet; F. C. Coker, a brick building for an unbroken package business. The Planters Package Company, mentioned before, is just being completed. It employs 150 persons. The manager is H. J. Wilson, an attorney of Hazlehurst. Hazlehurst is a larger town than Crystal Springs and the county seat, and the interest Hazlehurst business men are taking in Crystal Springs is regarded with great satisfaction by residents of the latter.

Industry Got Its Start in 1874

Mr. Lockwood recently wrote for the Memphis (Tenn.) *Commercial Appeal* an account of the vegetable industry, of which the following is an excerpt:

"The idea of growing truck here was first thought of by F. M. Brewer, about 1874, who began to grow it on a small scale as an experiment. As soon as Mr. Brewer demonstrated that vegetables could be profitably grown here others were eager to enter the business, and as soon as means could be devised for handling the truck industry its growth was very rapid. Today Crystal Springs is the largest tomato shipping point in the world, the shipments from 1917 to date being as follows: In 1917 there were 447,267 crates of tomatoes shipped; in 1918 there were 721,675; in 1919 there were 743,120 that made a net cash sale of over one dollar a crate; in 1920, 668,721; in 1921 there were shipped 828 solid cars of tomatoes, containing approximate 850,000 crates.

"In 1917 there were shipped 51,580 crates of cabbages; in 1918, a good year, 151,714 crates were shipped out, some of them netting the growers as high as $8 a crate; in 1919 there were shipped 85,944 crates of cabbages; in 1920 there were shipped 118,468 crates, while in 1921 there were shipped 729 solid cars of cabbages, containing approximately 150,580 crates.

"Carrots, turnips, beets, and beans are

shipped by the thousands of hampers, and the English pea crop for 1921 netted the growers $200,000. Note the car-lot shipments for the past 8 years with no failures: 1914, 1,215 cars; 1915, 1,288 cars; 1916, 1,306 cars; 1917, 911 cars; 1918, 1,675 cars; 1919, 1,341 cars; 1920, 1,555 cars; 1921, 1,925 cars.

"The acreage planted to all crops for 1922 is greatly increased over any previous year and bids fair to be the banner year in the history of the industry. To give the reader an idea of what is being done at Crystal Springs and taking the year at random it may be stated that in 1919 there was handled here one thousand three hundred and fifty cars of vegetables, valued at a million and a half dollars; 25 cars of sweet potatoes; 200 cars of cattle, valued at a thousand dollars a car; 20 cars of hogs; 300 cars of box material and 200 cars of lumber; 1,000 bales of cotton, with seed valued at over $200,000. This performance as to vegetable shipments was increased in 1920, when 1,555 solid cars of vegetables were shipped out, valued at over a million dollars; 1921 there were shipped 1,925 cars, valued at over a million dollars. This shipment of vast quantities of produce is practically made in 60 days during May and June. During this time the town is in a constant turmoil; men who at any other time would take time to talk to you by the hour on the topics of the day scarcely take the time to say 'good day.'"

Since the Illinois Central main line is the only railroad serving Crystal Springs, it is needless to say that we have had all this business and that its success has depended largely upon our good service.

Five "Young" Folks

A party of five persons, the youngest 74 years of age and the oldest 81 years old, left here yesterday for St. Louis, going by way of the Seminole Limited on the Illinois Central Railroad. Mr. and Mrs. Duncan, who are winter visitors here, were chaperons of the party and looked after the three other "young people," who are warm friends of theirs. This is the youngest crowd of folks who have lived here for many years to leave this city in several years.—St. Petersburg (Fla.) *Independent,* March 29.

Picking and Packing Tomatoes at Crystal Springs

The Department That Buys Our Supplies

Purchasing and Storing Organization, Formed in 1912, Now Controls Investment of $14,500,000

By A. C. MANN,
Vice-President

NEXT to the payroll, our railroad's largest single item of expense is its purchases of material and supplies necessary for the proper conduct of its business, which is the furnishing of transportation service, both freight and passenger, to the public. The manner in which purchases are made and materials and supplies are distributed and cared for has a direct bearing upon the kind and the cost of transportation service which we can offer to the public.

Department Formed in 1912

In response to the need for direct and concentrated supervision over this large item of expense, the Purchasing and Supply Department, as at present organized, was inaugurated in our railroad in 1912. Since that time practically every large railroad in this country has adopted this or a similar form of organization, and the purchasing and supply departments of these railroads are now striving to bring about greater economies in the use and care of unapplied material. This department of railroading has been designated as "Division VI—Purchases and Stores" of the American Railway Association. A great deal of good is being accomplished through the interchange of ideas among the employes and officers of the various railroads at the meetings of this division of the association.

No department of a railroad can stand alone, and no departmental organization can be truly successful without the whole-hearted support of each individual member and the willing co-operation of each department with which it comes in contact. The Purchasing and Supply Department is a service department; it comes in contact with and serves in some way every department on the railroad, and, in serving, its aim is to serve well. The relation of the Purchasing and Supply Department to other departments is the same as that of the retailer to the consumer; while it is interested in selling as much material as possible to its consumers, it is also vitally interested in helping to conserve and in this way to cut down the ultimate cost of material to the railroad.

Every employe on our railroad, in perform-

Vice-President A. C. Mann

ing his work, uses some kind of material or supplies for which the company has already made an expenditure. Therefore, the measure of thought which each employe gives to the supplies he uses is going to determine the measure of his interest in the economical operation of the railroad. We hear a great deal about efficiency of men, but can a man be wholly efficient if he is careless in the use of such supplies as are furnished him by the company with which to do the work for which he is employed? At various points on the railroad, on shop or other buildings, are to be found such signs as

"Don't Waste Material"

"Avoid Waste"

"Material Saved Means More Men at Work."

At an industrial plant recently were seen the following signs:

"John says, 'There is not a day passes but what I pick up air hose nipples, spikes, bolts, small pieces of scrap brass, etc., lying around the yard, and take care of them.' Why can't you imitate John?"

"It was indeed a wise man who first said, 'A place for everything, and everything in its place'; it is possible, it is practical."

These signs indicate that thought has already been given to the question of conserving material.

Means an Investment of $14,500,000

The investment in material and supplies on our railroad is today approximately $14,500,000. We can reduce this, and thus save to our company the interest on its material investment only when each employe gives personal attention to conservation and the intelligent use of the supplies passing through his hands. Webster thus defines waste: "To spend uselessly or foolishly; to employ or use lavishly, unnecessarily or carelessly." If we form the habit of being as careful in the use of our company's property as we are in the use of our own, we shall certainly accomplish much toward reducing our company's investment in materials and supplies.

One of the surest ways to interest ourselves in the material and supply situation on our railroad is to try to think of these supplies in terms of money or value, rather than their usual designations. For example, let us consider the cost of a few of the items which are daily used in offices. Our plain 8½x11 manila letter paper (Form 1575) costs 78 cents per 1,000 sheets; half size (Form 1576), 40 cents per 1,000 sheets; lead pencils (No. 558), $2.25 per gross; carbon paper, $3.90 per 1,000 sheets; pen holders (No. 565), $2.35 per gross; erasers, $2.75 per gross; blue black ink, 8⅓ cents per quart; No. 6 manila envelopes (No. 860), 55 cents per 1,000; No. 10 manila envelopes (No. 861), $1.13 per 1,000. If each employe having to do with the use of stationery or office supplies could visualize the value of the supplies he uses each day, he would find many opportunities to save for the railroad.

Things Lost All Over the System

Those whose work is in the shops or on the roadway can accomplish like results by thinking of the value of the various items of material which are constantly seen about the railway property. A few of the commonest items which are in daily use and which are most likely to be found lying about are track spikes, which cost 1$\frac{6}{10}$ cents each; track bolts, 9 cents each; nut locks, 1$\frac{6}{10}$ cents each; rail anchors, 25 cents each; tie plates, 26 cents each; spark plugs, 37 cents each; dry batteries, 28 cents each; square nuts, 4 cents each; hose couplings, 75 cents each; oil box lids, 90 cents each; brake shoes, 63 cents each.

Much headway has been made in the past few years toward economical use of material through the increased reclamation work which is being carried on by the various departments in co-operation with the Purchasing and Supply Department. Splendid results, too, have been obtained through the various drives which have been made for fuel economy, prevention of personal injuries and prevention of loss and damage to freight. A drive toward careful and efficient use of material would undoubtedly bring about a great deal of good, not only to the individual but to the company, and through such an effort we could materially assist our company in reducing this second largest item of expense which it has constantly to meet.

C. H. EASUM DIES

C. Harmon Easum, formerly traveling freight agent of the Illinois Central and the Yazoo & Mississippi Valley railroads, with headquarters at Memphis, Tenn., died at his home in Alton, Ill., March 3. He was traffic manager of the Mississippi Lime & Material Company at the time of his death.

Where Railroads Started a Century Ago

Equipment and Methods in Great Britain Are Frequently in Remarkable Contrast With Ours

By DONALD ROSE,
European Traffic Manager, London

GREAT BRITAIN is a small country, but it was the first to develop railroads. It has now a population of about 43,000,000 and 21,000 miles of railroad (not including Ireland).

The first railway line designed for public use in Great Britain was built between Stockton and Darlington. It was incorporated in 1821 and opened for business September 27, 1825. This is the oldest public railroad in the world, and is now owned and operated by the North Eastern Railway in connection with the main line from York to Newcastle. The first train consisted of thirty-four vehicles and weighed ninety tons. The engine was built by George Stephenson, who acted as engineer on the first trip. He attained a speed of fifteen miles an hour. Later Stephenson built the famous "Rocket," which ran on its trial trip thirty miles an hour.

This success made railroads popular, and railway promotion became almost a frenzy.

Consolidation a Steady Process

In 1836 Parliament passed forty railway bills authorizing the construction of new lines. Many of these were small lines with ambitious plans for development which seldom materialized, with the result that consolidation with other systems was necessary. No important system was planned and carried out in the way originally intended.

After 1850 a gradual process of consolidation went on, and one by one the weaker companies surrendered to their more powerful neighbors. As a result of these consolidations, England has today a comprehensive system of railroads which is practically in the hands of eleven large companies. The premier line, the London & North Western Railway, is said to be made up of about fifty companies, and the Great Western Railway is credited with absorbing more than one hundred smaller lines.

Had there been no war, the old order of things might have continued indefinitely, as change is not popular in this country. As an indirect result of the war, however, public opinion on the question of railroads veered around to either government ownership or government regulation, and after considerable agitation a form of slight government regulation won out.

During the war the railroads were unified and operated under government direction. The method adopted was different from that used in the United States, in that the entire system of the country was operated by a committee consisting of the general managers of the leading railroads.

A Great Record in the War

This action was taken August 7, 1914. As war was declared only on August 4, it will be seen that no time was lost. The chairman of the general managers' committee was Sir Herbert A. Walker, general manager of the London & South Western Railway, operating the line from London to Southampton. This line was the natural railway highway from London to the Channel for the conveyance of troops to the Continent. The War Department took up at once with the general managers' committee concerning the transportation of the British troops to France. The conveyance of this army is one of the greatest achievements on record. The force, officers, men, horses, guns, vehicles, cycles and stores required 670 special trains, and they were run at intervals of twelve minutes to Southampton Docks and thence by steamer to Havre. Before the British public fully realized that any action had been taken, the entire expeditionary force not only was landed in France but had taken its place in the battle line.

In one day in September, 1914, the South Western Railway handled 100 special trains with 565 officers, 30,600 men, 5,600 horses, 72 guns, 700 vehicles, 400 bicycles and 502 tons of military stores.

I have heard Sir Herbert Walker tell in his unassuming way the real story of those early and interesting days of the war.

Parliament Orders Consolidation

The excellent record made at that time was possible only under unified control, and great credit was universally accorded the general managers' committee for the manner in which

it had discharged the exceptional duties placed upon it by the nation in those critical days.

The lesson of what could be effected by co-operative working was destined to bear fruit, and in 1921 a railway bill was passed by the British Parliament, the first section of which runs as follows:

"With a view to the reorganization and more efficient and economical work of the railway system of Great Britain, railroads shall be formed into groups in accordance with the provisions of this act, and the principal railway companies in each group shall be amalgamated, and other companies absorbed in manner provided by this act."

Under this bill, four groups will be formed: the Southern; the Western; the North Western, Midland and West Scottish; and the North Eastern, Eastern and East Scottish.

Country Opposes Government Ownership

While government ownership had noisy advocates both in and out of Parliament, it was clearly seen that the country was opposed to it. Originally a good deal of opposition developed against even compulsory amalgamation, but eventually, in view of the war experience and the necessity for great economy, this opposition dwindled away.

Amalgamation is already proceeding among a number of the big trunk lines, and the public is taking it for granted that the arrangement will prove a beneficial one for the best interests of the country.

In view of questions frequently asked me by Americans as to the differences existing between the American and British railroads, I will endeavor to give some details along these lines.

Passenger Equipment

When the American traveler arrived at Liverpool ten years ago or less and got his first glimpse of the passenger coaches in which he was to travel to London, he compared them to a trunk on wheels. In this conservative country, the carriages were at first built closely to resemble the stage coaches which they replaced, and only step by step did the stage coach idea disappear. During the last ten years great strides have been made in the improvement of railway carriages, with the result that today on all main-line trains we find strongly built, roomy carriages with corridor and vestibule. These carriages are divided into small compartments with four or six seats in each first-class compartment and ten to twelve in each third-class compartment.

Non-Stop Runs

Due chiefly to the introduction of corridor carriages and dining cars, the express trains can now run great distances without stopping.

The British railroads are pre-eminent in the

Types of British Passenger Train Equipment in Use at Present

"The engine of the Great Western Railway marked 'Princess Mary,'" writes Mr. Rose, "was the engine which carried Princess Mary and Lord Lascelles on their honeymoon trip from London."

number of long runs which are performed by express trains without a stop. The engine requirements on these long runs are met by the installation of water troughs on nearly all the principal long-distance lines.

The Cornish Riviera Express runs every day throughout the year from London to Penzance, near Lands End, Sundays excepted. Leaving the Great Western Terminus in London at 10:30 o'clock in the morning, it runs right through to Plymouth without a stop—a distance of 226 miles. A few days ago this train ran from London to Exeter, a distance of 173 miles, in 174 minutes, the highest speed attained being 67 miles an hour.

The London & North Western Railway runs from London to Liverpool without a stop, a distance of 200 miles. Many other instances could be given. These trains naturally run at great speed. An American tourist on his first visit to England was traveling from London to Edinburgh on the famous "Flying Scotchman." His one companion was an Englishman, who saw that the American was getting very nervous as the express increased its speed to nearly seventy miles an hour. Out of sympathy he advised the American that there was no occasion for alarm. He assured him that the "Flying Scotchman," with a record of forty years, never had a serious accident. These assurances were repeated several times, and at last the American said: "Oh, I am not afraid of any accident, but this train is running at such a high speed I am afraid she will run off your blooming little island!"

However, the island is not so very little, for when the North Western Group is arranged, it will be possible to travel from London to Wick in Caithness-Shire, Scotland, a distance of 730 miles, with only one change at Inverness, the capital of the Highlands.

Pullman Cars

Some years ago the Pullman parlor car was introduced, and it has become fairly popular. From London to Dover, Folkestone, Newhaven, Harwich and other ports from which passengers cross to the Continent, the trains are practically composed of Pullman cars. A seat is taken in the Pullman car in London, and the car sets down the passenger alongside the steamer. Full meals or light refreshments are served up when necessary.

As more than 90 per cent of the railway passengers in this country travel third-class, great improvements have been made in third-class equipment. The modern third-class corridor carriages, found on all long runs, are fairly comfortable.

Dining Cars

Dining cars were first introduced here in 1879, but made slow progress, as the Englishman had been so accustomed to taking his meals at the various refreshment rooms along the route. It was not until 1893 that the three main routes between England and Scotland placed dining cars on their trains. From that time onward they have increased in popularity. Today the dining cars on British trains are excellent in every respect. Through trains have one first-class and one third-class dining car, both patronized to capacity. The meals are good, well served, and at reasonable prices. The prices for luncheon and dinner are from $1 to $1.50. On certain routes where dining cars are not run, a passenger can ask the guard of his train to order him ahead a luncheon or tea basket, and at the desired station, where refreshment rooms are located, the basket is handed in to his carriage with a hot meal or tea. This basket contains the necessary cutlery, paper napkins, etc., so that the meal can be enjoyed in comfort and leisure.

Sleeping Cars

While this is a small country and the great majority of travelers do their traveling during the day, there is always the busy man who wants to work by day and travel by night. To meet the needs of this class, many of the important lines run a sleeping car service. The British sleeping cars are not so elaborate as the American cars, but they are certainly comfortable. They are built with single and double transverse berths. They have their own electric light and even electric fan, also a good supply of hot and cold water. Each berth is a complete compartment where each passenger has his own quarters, can lock his door, and has complete privacy. The maximum charge in England for one berth is 15 shillings, or from London to the north of Scotland, a distance of 600 miles, 1 pound. If the traveler should get hungry during the night, there is always an attendant to come along and give refreshment, and when he awakes in the morning he can have a cup of excellent tea or coffee with biscuits or roll and butter.

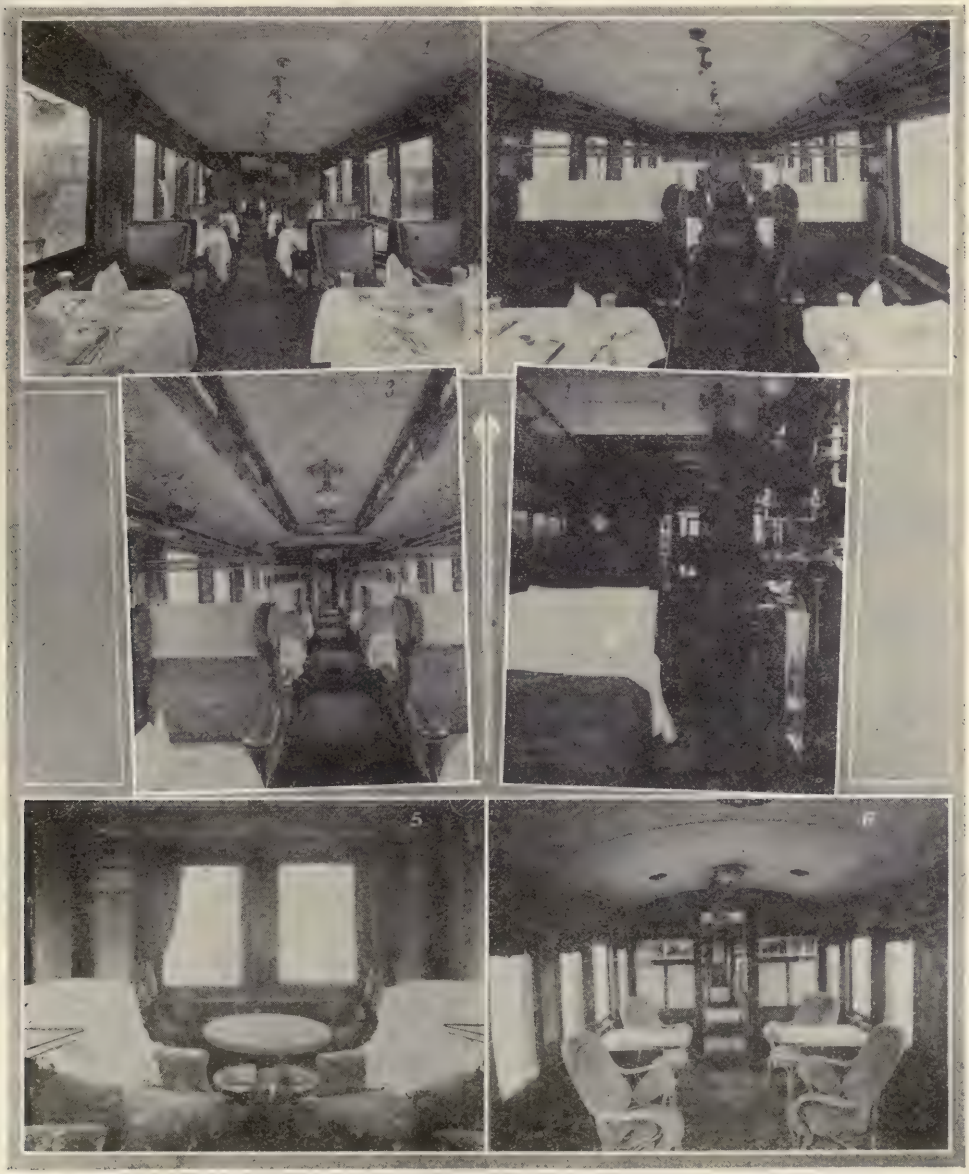
Heating of Railway Carriages

Fifteen years ago the carriages on many

railroads over here were heated by foot warmers. These are still to be found on some of the smaller railroads. They are oval-shaped iron cans containing either hot water or a chemical substance. They seldom retained the heat any length of time, and more often than not the passengers kicked the can under the seat with language more graphic than elegant. Today all carriages on through trains are heated by steam and are very comfortable.

Checking Baggage

As a rule passengers take all their baggage



Interior views of British railway cars: (1) *First class dining car of American special train between Liverpool and London on the London and North Western Railway;* (2) *second and third class compartments of a composite dining car of the London and North Western Railway as viewed from the kitchen;* (3) *dining car of the London and North Western Railway;* (4) *single berth in sleeping car in use on the London and North Western Railway between London and Liverpool and Glasgow and Edinburgh;* (5) *first class private compartment on the American boat special between Liverpool and London on the London and North Western Railway;* (6) *first class lavatory of the American boat special between Liverpool and London.*

along with them on the same train. Their trunks are placed in the luggage van and claimed immediately on arrival at destination. There is no checking or registering. This method is certainly rapid and convenient. Within five minutes of reaching his destination, the passenger is in his cab on his way to his home or hotel with his trunk and other baggage along with him. At the large terminal stations in Great Britain, the cab ranks, with the taxis and cabs waiting, are only fifteen or twenty feet from the carriage door; so no time is lost. Theoretically, it does not seem quite safe to have baggage handled in vans without being checked, but as a matter of actual record the theft of baggage is extremely rare.

The checking system is being introduced in one direction. The leading railroads have arranged what is termed a "Luggage Forward" system. When a ticket is purchased, say from London to some seaside resort, the passenger notifies the railroad that he desires his luggage sent forward. For a small fee his luggage is collected some days before his departure, forwarded to his seaside address and awaits him in his seaside quarters on his arrival.

Passenger Traffic

In former days all the railroads carried first-class, second-class and third-class passengers.

A number of the lines have entirely eliminated the second-class, but second-class is still retained on the southern lines, although this is mainly with a view to grading the suburban traffic. Third-class is, of course, the popular class, and in 1920 the figures were (for Great Britain, exclusive of season ticket holders):

Third class—
1,065,000,000 passengers (single journey).
Second class—
5,500,000 passengers (single journey).
First class—
37,000,000 passengers (single journey).

Another class, however, was created some years ago in order to provide for the movement of manual workers, and daily tickets are issued for these to travel before 8 a. m. each day, returning at any time. In 1920, 458,000,000 of these workmen's tickets were issued. Prior to the war the workmen's rates were less than single fare for the return journey, but now they are single fare for the return journey.

This facility is also used largely by the clerical workers in city offices, and the station waiting rooms at the city termini are crowded each morning with clerks, male and female, waiting for the time when their office duties begin.

The Safe Way to Cross Tracks

The average receipts per passenger journey for the whole country are as follows:

First class	— 4s. 6d., or about	$1.00
Second class	— 2s. 6d., or about	.56
Third class	— 1s. 3d., or about	.28
Workman	— 2¼d., or about	.04½

The smallness of these average receipts per passenger emphasizes the average short journey.

The number of season ticket holders for the whole country is just more than a million, of which 73 per cent are third-class passengers, 10 per cent second-class and 17 per cent first-class.

Suburban Traffic—London

In view of the suburban traffic problem of the Illinois Central Railroad at Chicago, some details as to how the suburban Londoner reaches his work in the city will be of interest.

The population of London is now seven and a half million. These people are housed in a compact mass of brick and mortar covering an area bounded by a roughly drawn circle fifteen miles in diameter, or nearly fifty miles in circumference.

An inner circle nine miles in diameter covers at the center the business "square mile" and the suburbs of fifty years ago. Outside this "square mile" this former suburban area is now converted to the use of a teeming population of the laboring people, while the main streets are occupied by retail stores. Those other workers, the "city men," have to go farther afield for their dwelling places, and they now occupy the outer circle of London proper and the neighboring townships just outside the circumference.

The large majority of the population is, of course, engaged in work in its own locality, as

storekeepers and craftsmen and in domestic duties, but for a million souls the problem of a daily journey to the city is a pressing one.

Of this million, one-half is catered to by the ten railway systems converging on London, while the other half is carried by electric tram car or motor bus.

Motor Busses and Tram Cars

London's motor bus service is unique, and the equipment is constantly growing both in numbers and size. These motor busses are double deckers, and the latest types carry fifty passengers. Their total daily quota of passengers is some two and a half million, and they form the principal means of point to point traffic in the city area, with the underground tubes running a close second in this respect.

The tram cars are not permitted to operate in the city area on account of the immobility of fixed track traffic, and they have their termini at the Thames bridges on the south and various points about a mile from the Thames on the north.

We are concerned in this article, however, with only the half million suburban passengers who are daily carried to their work by the railroads. One of these railroads, the Great Eastern Railway, may be mentioned especially, as in addition to the usual suburban traffic it penetrates a densely populated industrial zone in the east end of London.

Some idea of its problems may be gathered from the following details of passenger traffic handled during the rush morning hours, 7 to 10 a. m., at its huge terminus at Liverpool Street with eighteen platforms:

Number of trains	130
Passengers carried	80,000
Average per train	615
Number of trains during peak hour (nearly one every minute)	54

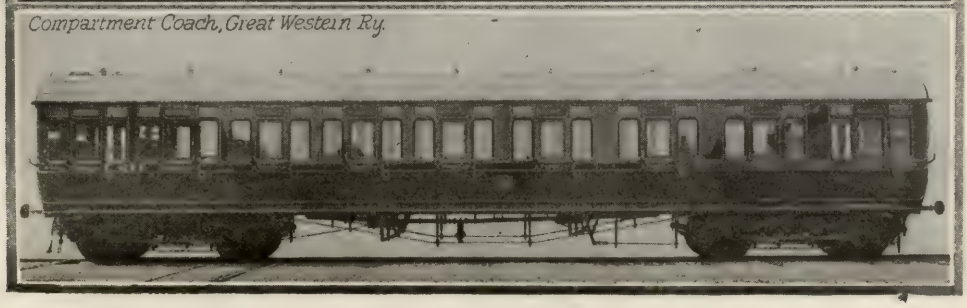
Cars Are Emptied Rapidly

The Great Eastern is closely studying the problem of electrification, and it is expected that conversion to electricity will bring about not only greater facility in dealing with this huge volume of traffic but also greater comfort for the passengers, who are heavily overcrowded under present conditions during the "peak" hour, 8:30 to 9:30 a. m.

The cars are, of course, all of the standard side-door type, which lend themselves to rapid clearance, and the discharge of 1,000 persons from one of the heaviest trains in less than thirty seconds is an interesting sight. Fully 25 per cent are off the train and hurrying to the exit before the train has come to a standstill. Accidents have been conspicuous by their absence, and not only the Great Eastern but all the companies tacitly ignore their by-laws in this respect.

South of the Thames there is also a line which has not yet begun electrification, the South Eastern & Chatham Railway. Its morning quota of suburbanites is 50,000; with much smaller track facilities than the Great Eastern,

Electric Train, London & North Western Ry Operated in London Suburbs



Compartment Coach, Great Western Ry.

this company passes forty trains cityward during the rush hour. This line, which was formerly a byword for bad time-keeping, now has an excellent record, and even during the rush hour the record at the Charing Cross Terminus is 100 per cent on time.

The London & South Western Railway has electrified an important section of its suburban line and installed new and up-to-date termini. It is now reaping the benefit in largely increased traffic and diminished operating costs.

Freight Equipment

In Great Britain the freight cars are built to carry small loads, the average or standard being the 10-ton open truck, although trucks of from five to eight tons' capacity are still in use. A long train of these trucks looks like a toy train compared with our American trains of 50-ton cars.

Freight Charges

Freight rates are arranged very differently here from America. Goods are divided into eight classes. Three of these classes are distinguished by the letters A, B, C, and the others by the numbers 1 to 5.

Class A traffic, which includes coal and other minerals, is carried at the lowest rates, while the highest rates are charged for goods included in Class 5. This covers the most expensive and fragile articles.

Most of the goods in the lettered classes do not require to be carted by the railway companies and are accordingly carried at what are known as S. to S. (station to station) rates. The numbered classes have as a rule to be *collected* and *delivered* by wagon at either end of their railway journey, and these rates are known as C. & D. rates.

For general merchandise the average earning per ton is 20 shillings, or about $4.50, and the average haul ninety-three miles.

The average receipts per ton mile are as follows:

General merchandise	about 5½ cents
Coal, coke and fuel	about 2 cents
Other minerals	about 2½ cents
Average for all traffic	about 3½ cents
Average wagon load	5.4 tons
Average train load	132.5 tons

It is interesting to compare the last two items with the average freight train load on the Illinois Central of 659 tons and the average freight car load of 30.7 tons, both the English and the American figures being those for 1920.

Another comparison which will interest our freight traffic representatives is that in this country the carload rates on general merchandise apply to 4-ton loads and upward, with lower rates still in some cases for 10-ton loads, as against the usual carload minimum of 36,000 pounds for similar commodities in America.

London Railway Stations

We have nothing in London to compare with the Pennsylvania and the Grand Central stations in New York. There are many large and convenient stations here, but none able to boast of greatness. The entrances to many of our stations are very simple and look like the entrance to a hotel. We have one or two striking exceptions, however.

Euston Station of the London & North Western Railway was built many years ago with great solidity. Its precincts are entered through a massive Doric arch said to be one of the finest in Europe.

Waterloo Station of the London & South Western Railway is now one of the largest and most complete passenger stations in Great Britain, covering twenty-five acres. The new station was opened only a few days ago by Queen Mary. It has been under construction for about fifteen years. It will handle twelve hundred trains daily at twenty-one platforms. It was from Waterloo Station that the British Expeditionary Force departed for France in the early days of the war. From the beginning of the war to 1919 the London & South Western Railway ran from Waterloo Station 66,000 trains, with 25,000,000 men, 625,000 officers and 1,500,000 horses.

Paddington Station of the Great Western Railway is large, roomy and convenient.

Liverpool Street Station of the Great Eastern Railway is one of the largest in England and handles 1,260 trains daily.

Victoria, Charing Cross, St. Pancras, King's Cross, London Bridge, Cannon Street and Marylebone are all large, busy and important stations, but have no unusual characteristics.

We have no union station in London. Each important line has its own terminus, and they are scattered far and wide. From Paddington Station of the Great Western to Liverpool Street Station of the Great Eastern, King's Cross of the Great Northern or Waterloo of the London & South Western, the distance is from four to five miles. Transferring is an inconvenient operation, but, in order to reduce such inconvenience to the lowest possible minimum, most of the leading railroads own and

operate their own motor busses for transferring passengers and baggage.

Nearly all British railroads operate their own hotels, which, being generally on the actual sites of the stations, offer to those who use them the maximum convenience. Large hotels are found at nearly all the London termini, and the same is true of all large cities in England and Scotland. Entrance is usually obtained from the arrival platforms. These hotels are generally well-managed and first-class in every respect.

The population of Great Britain is largely dependent on producers abroad for its supply of foodstuffs and other commodities. On account of this condition and Great Britain's insular position, the connection between shipping and the railroads is a very close one.

There is always a large import traffic flowing from the various ports to the great centers of population, and it is the natural aim of every railway company to obtain as much as possible.

While no shipping company owns a railroad, many railway companies own ships, and a still larger number of railway companies own docks and harbors. Railway companies have created ports at many important places, and nearly every large railway company has a dock or marine department.

There is a railway organization located in London called the Railway Clearing House. Practically all the railroads in Great Britain are members of this organization. Several thousand clerks are employed. Their duties are to check up the rates and fares applied on through rates throughout the Kingdom and apportion the amounts due the various railroads on through traffic.

Exeter Junction, Great Western Ry.

Doric Portal, Euston Station, London. London & North Western Ry.

Makes Comparison of Locomotive Types

J. F. Porterfield, General Superintendent of Transportation, Sees Need to Meet Varying Conditions

"Locomotive Types From a Transportation Viewpoint" was the subject of the following address which J. F. Porterfield, general superintendent of transportation of the Illinois Central System, made before the Western Railway Club the evening of April 17 at the Great Northern Hotel, Chicago.

IN expressing my views on locomotive types best adapted to the varying operating conditions, I will not undertake to give you many figures or details, as the cost per unit of service and results vary almost as much according to the grade line, character and density of traffic and train schedule as according to the operation of the different types of locomotives. In addition, I have been unable to obtain reliable data covering the maintenance costs of the different types of locomotives and their average mileage.

Locomotives should be designed so as best to meet varying conditions. Consideration should be given to the grade line, to the economical trainload, which will vary according to the character and density of traffic, to the required train schedules and other local conditions.

Costs Are Not Materially Decreased

The items going to make up the cost of freight train operation—except crew wages—do not materially decrease with the increase in locomotive capacity, as the decreased cost of ownership per unit of service is offset by a material increase in the expense of maintenance and by decreases in the time in service and the average mileage. From various estimates, I figure the increased cost of maintaining the large 2-10-2 type, compared with the cost of the 2-8-2, or mikado type, at about 20 per cent, with a decrease of about 10 per cent in mileage. These items, with the increased cost of ownership, will about equal the saving in crew wages, particularly on lines with favorable grades where the traffic consists of average weight commodities requiring prompt movement.

On train districts with more than one-half of 1 per cent grades, particularly where the preponderance of traffic is in the heavier commodities not requiring preferential movement, the 2-10-2 and larger type locomotives will sufficiently reduce the freight train cost per 1,000 gross ton miles to justify the additional investment in locomotives, roadway, yard, engine terminal and other necessary facilities.

J. F. Porterfield

Mikado Best Under Certain Conditions

On train districts with grades of one-half per cent or less, where the traffic is fairly well divided between the heavier and lighter commodities, I believe the mikado type locomotive is the proper type to use. These locomotives will handle 75 to 90 loaded cars, which, under average conditions, make up an economical train. While the larger capacity type will show a decrease in crew wage cost per 1,000 gross ton miles, this saving will be more than offset by the increased cost of maintenance, investment in locomotives,

roadway, yard, engine terminal and other necessary facilities. In addition to this there will be a loss in car efficiency incident to greater delay at terminals for full trains and a loss in time on the road on account of the slower speed and delays incident to handling excessively long trains. These disadvantages will apply to even a greater extent on single track.

Take a train district with favorable grades where the density and character of traffic and train frequency prevent increasing the trainload. The cost per 1,000 gross ton miles with 2-10-2 type locomotive would be about as follows:

Wages	$ .079
Locomotive maintenance	.113
Interest on investment	.058
	$ .25

The same items with a mikado type locomotive would be about:

Wages	$ .078
Locomotive maintenance	.093
Interest on investment	.039
	$. 21

This shows a loss of 19 per cent in the use of the larger locomotive.

Considerable Saving in Crew Wages

On an Illinois Central train district with .8 per cent grades, where 60 per cent of the traffic is coal and other heavy commodities, the operation of the 2-10-2 type, with a tractive force of 73,800 pounds, shows a decrease in crew wage cost per 1,000 gross ton miles from 41 cents to 25 cents, or 39 per cent, compared with the operation of the 2-8-2 type, with a tractive force of only 51,630 pounds.

On another train district, with grades and curvature equaling 1 per cent, on which 60 per cent of the traffic consists of high-class freight requiring fast time, the decrease in crew wage cost per 1,000 gross ton miles is only 24 per cent. With a 43 per cent increase in tractive force, the trainload increase is only 19 per cent because the preponderance of high-class commodities requiring fast time prevents hauling and accumulating the tonnage for a maximum trainload. Where similar conditions prevail, I think a careful analysis will show that the increased cost of owning and operating the larger locomotive equals the crew wage saving. However, even though there were no saving in operating cost, it might be necessary to adopt the larger locomotive to keep the train units within the road capacity.

Because of the increased cost of maintenance and of ownership and the decrease in efficiency of the extremely large types of locomotives, careful study and consideration should be given to the grade and traffic conditions, the train frequency or road capacity, the terminal expense required to reduce or increase trains, and other operating conditions, before making an investment in locomotives of the 2-10-2 and larger types. Consideration should also be given to increasing the hauling capacity and productive time or mileage of the existing types, as well as reducing the fuel cost of their operation.

In offering these suggestions, I have assumed that, first of all, consideration will be given to grade reduction.

A LINCOLN GRAVE FOUND

Since the February issue of the *Illinois Central Magazine,* which contained several stories about Abraham Lincoln, who was born and was buried in places now served by our lines, we have learned that the grandfather, also Abraham Lincoln, was probably buried near Louisville, Ky.

Louisville citizens who recently have completed an extensive investigation believe that the grave of Abraham Lincoln, grandfather of the martyred president, has been found in a churchyard near there. The investigators found two stones, their inscriptions blotted away by long exposure, which they believe mark the grave of Mr. Lincoln, who was killed by Indians in 1786 within sight of his cabin.

According to R. C. Ballard Thurston, who has made a preliminary investigation of deeds in the Jefferson County Courthouse, the land composing the churchyard is part of the Lincoln property.

When their father fell mortally wounded, Mordecai ran to the house and procured a rifle. Thomas, then a boy of 9, remained with his father. According to the findings, an Indian seized young Thomas and was about to scalp him when Mordecai returned and shot the savage. Thomas later became the father of President Lincoln.

Company Wins Hard 3-Year Legal Battle

Tossine Personal Injury Suit for $50,000 Involved "Ambulance Chasing" and Perjury of Two Witnesses

ONE day in February, 1919, John Tossine, a coal miner employed at the Middlefork Mine of the United States Fuel Company near Benton, Ill., was seriously injured under the wheels of a train operated by the Illinois Central for the use of miners. The train was carrying a load of miners into Benton after the day's work, and Tossine tried to alight from the moving train at a street crossing near his home. The heel of his shoe caught in a frog, and he was thrown under the train, with the result that he lost his right arm and suffered head wounds which impaired his hearing and eyesight.

Tossine applied for compensation to the Illinois Industrial Commission, and he was awarded $2,600 against the fuel company. The company appealed from the decision of the commission to the Circuit Court of Cook County, Illinois, and in the period which elapsed between the entering of the award and the hearing of the appeal Tossine fell into the clutches of an "ambulance-chasing" lawyer, John H. Kay of Chicago. Kay permitted the Circuit Court to set aside the award of the Illinois Industrial Commission and immediately began a fight to make the Illinois Central and the government—for the injury occurred during federal control—pay $50,000.

The accident was a regrettable affair, and no one regretted it more than the Illinois Central management. But a dozen witnesses saw Tossine injured through his own negligence, and the management felt that it would be highly unjust to those who use the passenger and freight service of the railroad to charge them rates to provide the funds for paying the unjust claim.

The 3-year legal battle which followed has recently come to a close in the District Court of Ramsey County, Minnesota, at St. Paul, where a mixed jury brought in a verdict March 21 denying Tossine damages and exonerating the railroad and the government of liability for the accident. A number of startling disclosures were made during the progress of the 3-year battle, principally of how Kay had bribed two Benton miners to testify in Tossine's behalf when they had not witnessed the accident at all.

The moral question involved in the defense of the Tossine case is one which should evoke the real interest of the public, which is demanding that the railroads reduce their freight and passenger rates. The only way to curb the prosecution of unmeritorious damage suits against the railroads is to arouse the public to the seriousness of the situation, to such an

Here is the mixed jury that tried the Tossine case at St. Paul, Minn. Left to right, front row: Mrs. Margaret Dolan, Mrs. Marie Maywood, Mrs. Henrietta Wheeler, Mrs. D. M. Hohkanson, Mrs. Anna C. Moore, Mrs. Thomas Bastyr and Mrs. B. McBride, woman bailiff; left to right, rear row: A. J. Myhic, Miss May Marston, forewoman, Mrs. N. Curan, Irwin J. Morgan, Thomas R. Mulligan, Charles J. Sonnan and J. H. Barrett, bailiff.

extent that juries will treat such cases solely on their merits, that the legal profession will rid itself of the scavengers who prey upon weakness and suspicion for their personal gain, and that those who have a part in such practices will be socially outlawed.

St. Paul Tired of Such Cases

There is evidence that the people of St. Paul are awakening to the injustice to them of allowing their courts to be overburdened with imported damage suits. On the morning following the jury's report in the Tossine case, the St. Paul *Pioneer Press* published the following ringing editorial:

"Another of the imported personal injury suits has just run its course in the District Court of Ramsey County. We have no interest in the merits of the case and no comment to make upon the verdict for the defendant. The suit grew out of an accident on a railroad in Illinois, and neither party is a resident or citizen of Minnesota. Why should the trial have been taken out of the courts of Illinois, where it belongs, and brought to the courts of Ramsey County, where it should have no place?

"The growth of litigation in Ramsey County has made necessary the creation of an additional judgeship, but this did not contemplate the importation here of foreign damage suits, which should be tried in the states where the causes of action arise and where the attendance of witnesses on both sides is facilitated. There is absolutely no reason why our courts should be congested with these alien suits and our taxpayers subjected to the inconvenience and cost of the trials.

"Everything may be perfectly straight and square in these personal injury suits against corporations. The fact that they are carried for trial so far from home has a sinister suggestion, but that is not the point. The popular outcry against these imported trials was so great that effort was made to put an end to it by legislation, but it developed that under the Federal Constitution the state could not bar the use of its judicial machinery to the outsider. But Iowa, for instance, has a statute which effectually prevents exportation from the courts of that state and which was enacted to meet the protest which came from bar and people alike. Minnesota thanks Iowa for that law and wishes Illinois and other neighboring states would enact similar statutes. Apparently that is the only way we can escape a nuisance which is expensive and offensive, to say nothing more."

Judge Hugo O. Hanft

A Great Waste of Money

The trial of the Tossine case cost the people of Ramsey County upward of $1,000, according to a conservative estimate furnished by Major N. C. Robinson of St. Paul, clerk of the District Court. In addition to imposing a burden upon the taxpayers of the Minnesota county, the case consumed the time of the District Court of Ramsey County for a period of fifteen working days, blocking the court calendar and preventing local citizens from securing justice in their own courts. It cost the Illinois Central more than $15,000, exclusive of attorney fees. It made necessary taking a great number of officers and employes of the St. Louis division away from their work, interfering seriously with the operation of the road. There is no way of estimating the cost to the attorneys who undertook Tossine's case, and who doubtless supported him during the period of nearly three years that the litigation was under way. If all the costs of the case could be estimated, including the loss of productive activity by the

small army of men engaged, it would run into startling figures.

Would End "Dumping" of Cases

Judge Hugo O. Hanft, who heard the second trial, was asked by the *Illinois Central Magazine* for an expression in reference to the importing of damage suits from outside the state, to be tried in St. Paul, and he made the following statement:

"The courts of this state are opposed to the practice of making them the dumping ground for imported personal injury cases where the litigant has every opportunity for a fair and speedy trial in his own community. This case has been an outrageous expense, both to Ramsey County and to the litigants. Of course, so long as the law permits such cases to be brought into our courts we have no option but to try them.

"My chief reason for objecting to making our courts a dumping ground for these personal injury damage suits is that they block our own calendars and prevent the speedy administration of justice to our own citizens. And then, too, there is the fact that there is no excuse for saddling on our own taxpayers the enormous costs of trying these cases which belong elsewhere."

Judge Hanft had expressed himself vigorously from the bench during the course of the trial. In overruling a motion for a directed verdict he declared:

"The cost of this case has already been an enormous expense to Ramsey County, and I want to see it disposed of speedily, one way or the other."

Ed C. Craig

P. M. Gatch

Judge of Former Trial Agrees

The former trial of the suit had been before Judge J. C. Michael at St. Paul in June, 1921. In reply to a request by the *Illinois Central Magazine,* Judge Michael made this statement following the final disposition of the case:

"I am against the practice of making St. Paul the dumping ground for imported damage suit cases. They ought to be tried in the counties where they belong."

Soon after Kay had permitted the Circuit Court of Cook County, Illinois, to set aside the award of the Illinois Industrial Commission, he brought suit for $50,000 in Williamson County, Illinois, against the Illinois Central and the government. Shortly thereafter the suit in Williamson County was dismissed, and suit was brought in St. Paul by Barton & Kinkead. Kay formerly was a law partner of Humphrey

Barton of St. Paul, and after the suit was instituted in St. Paul he continued to represent the plaintiff in securing witnesses and taking depositions at Benton.

When the case was tried in June, 1921, a jury of men brought in a verdict awarding Tossine $35,000. In moving for a new trial, the railroad presented affidavits from two of the alleged eye-witnesses who had testified in Tossine's behalf, but who admitted in their affidavits that they had not witnessed the injury, and that Kay had paid them $20 each to give false depositions. The two witnesses admitting perjury were Charles Baclet and Jacob Oliver, both coal miners at Benton. Judge Michael thereupon set aside the verdict so far as the Illinois Central was concerned and sustained the motion for a new trial in the case as against the government.

An article in the July, 1921, number of the *Illinois Central Magazine*, pages 88-90, gives an account of the prejury disclosure.

In the second trial the jury comprised eight women and four men. The jury was out about twenty-four hours, finally bringing in a unanimous verdict.

The investigation of the case was directed by P. M. Gatch, assistant general claim agent, and the legal presentation was made in the first case by C. C. LeForgee of Decatur, local attorney, and in the second case by Ed C. Craig of Mattoon, local attorney.

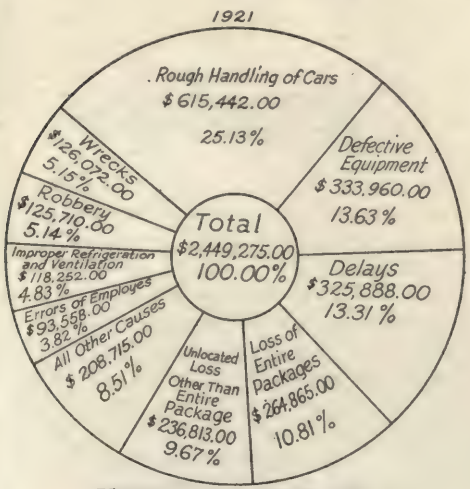
Who Is to Blame for Our Freight Claims?

The diagram shown herewith illustrates the distribution by causes of the Illinois Central System freight claim payments for 1921, totaling $2,449,275. This chart, according to C. G. Richmond, superintendent of stations and transfers, forcibly impresses the need for increased efforts on the part of all concerned to overcome causes responsible for three items—rough handling, defective equipment and delays in transit—which cause 52.07 per cent of the total freight claim payments.

The system freight claim payments during 1920, the preceding year, were $2,417,498, approximately $30,000 less than in 1921. The "no exception" campaigns of 1921 materially reduced loss of and damage to freight, but the results were more than offset by claims arising from the switchmen's strike. These claims, Mr. Richmond says, have been estimated as being in excess of a million dollars.

The following statement shows how the payments for 1920 were divided among the various causes:

Cause	Total	Per Cent
Rough Handling of Cars....$	439,171	18.18
Loss of Entire Package.....	363,891	15.05
Unlocated Damage	290,090	12.00
Defective Equipment	282,279	11.68
Unlocated Loss (Other Than Entire Package)....	249,433	10.32
Robbery (Other Than Entire Package)	166,864	6.90
Robbery (Entire Package)	29,006	1.20
Delays	148,739	6.15
Improper Refrigeration and Ventilation	93,027	3.84
Improper Handling, Loading and Packing of Freight	129,995	5.38
Wrecks	92,649	3.83
Errors of Employes.....	84,257	3.48
Concealed Damage	32,274	1.34
Fire	15,823	.65
Total .....$	2,417,498	100.00



FREIGHT CLAIM PAYMENTS
I.C. and Y.&M.V. RAILROADS

A RECORD IN MINING

The Orient Mine No. 1 at West Frankfort, Ill., produced 8,217 tons of coal March 25. That total is 924 tons more than was ever hoisted from a mine in that locality before, and it is said to be a world's record output in a single 8-hour shift. The Bell & Zoller Mine at Zeigler was the nearest rival at that time with a hoist of 7,283 tons on March 23.

Farewell to America

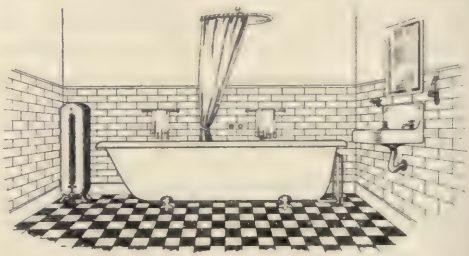
Our United States as Seen by a British Visitor

Here we have the occasional opportunity to see ourselves as others see us—or at least as one other sees us. The following "Farewell to America" was written by the correspondent who represented the Manchester (England) Guardian at the recent arms conference in Washington, D. C. The article appeared originally in the London Nation and Athenaeum. That the best test of a sense of humor is to appreciate a joke upon oneself, the author apparently both believes and practices.

By H. W. NEVINSON

IN mist and driving snow the towers of New York fade from view. The great ship slides down the river. Already the dark, broad seas gloom before her. Good-by, most beautiful of modern cities! Good-by to glimmering spires and lighted bastions, dream-like as the castles and cathedrals of a romantic vision! Good-by to thin films of white steam that issue from central furnaces and flit in dissolving wreaths around those precipitous heights! Good-by to heaven piled offices, so clean, so warm, where lovely stenographers, with silk stockings and powdered faces, sit leisurely at work or converse in charming ease! Good-by, New York! I am going home. I am going to an ancient city of mean and moldering streets, of ignoble coverts for mankind, extended monotonously over many miles; of grimy smoke clinging closer than a blanket; of smudgy typists who know little of silk or powder, and less of leisure, and charming ease. Good-by, New York! I am going home.

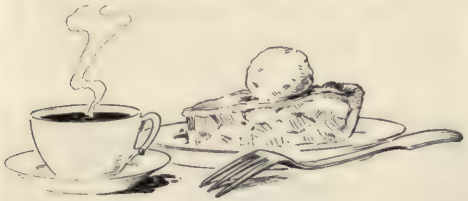
Good-by to beautiful "apartments" and "homes"! Good-by to windows looking far over the city as from a mountain peak! Good-by to central heating and radiators, fit symbols of the hearts they warm! Good-by to frequent and well appointed bathrooms, glory



of the plumber's art! Good-by to suburban gardens running into each other without hedge or fence to separate friend from friend, or enemy from enemy! Good-by to shady verandahs where rocking chairs stand ranged in rows, ready for reading the voluminous Sunday papers and the Saturday Evening Post! Good-by, America! I am going home. I am going to a land where every man's house is his prison—a land of open fires and chilly rooms, and frozen water pipes, of washing stands and slop pails, and one bath per household at the most; a land of fences and hedges and walls,

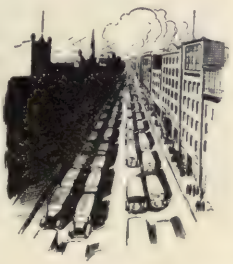
where people sit aloof, and see no reason to make themselves seasick by rocking upon shore. Good-by, America! I am going home.

Good-by to the copious meals—the early grapefruit, the "cereals," the eggs broken in a glass! Good-by to oysters, large and small, to celery and olives beside the soup, to "sea food," to sublimated viands, to bleeding duck, to the salad course, to the "individual pie,"



or the thick wedge of apple pie, to the invariable slab of ice cream, to the coffee, also bland with cream, to the home brewed alcohol! I am going to the land of joints and roots and solid pudding; the land of ham and eggs and violent tea; the land where oysters are good for suicides alone, and where cream is seldom seen; the land where mustard grows and whisky flows. Good-by, America! I am going home.

Good-by to the long stream of motors—"limousines" or "flivvers"! Good-by to the signal lights upon 5th avenue, gold crimson, and green; the sudden halt when the green light shines, as though at the magic word an enchanted princess had fallen asleep; the hurried rush for the leisurely lunch at noon,



the deliberate appearance of hustle and bustle in business; the Jews, innumerable as the Red Sea sand! Good-by to outside staircases for escape from fire! Good-by to scrappy suburbs littered with rubbish of old boards, tin pails, empty cans, and boots!

Good-by to standardized villages and small towns, alike in litter, in ropes of electric wires along the streets, in clanking "trolleys," in chapels, stores, railway stations, Main Streets, and isolated wooden houses flung at random over the country! Good-by to miles of advertisement imploring me in ten foot letters to eat somebody's codfish ("No Bones!"), or smoke somebody's cigarets ("They Satisfy!"), or sleep with innocence in the "Faultless Nightgown"! Good-by to the long trains where one smokes in a lavatory, and sleeps at night upon a shelf screened with heavy green curtains and heated with stifling air, while over your head or under your back the baby yells and the mother tosses moaning, until at last you reach your "stopping off place," and a semi-Negro sweeps you down with a little broom, as in a supreme rite of worship!

Good-by to the house that is labeled "One Hundred Years Old," for the amazement of mortality! Good-by to thin woods, and fields inclosed with casual pales, old hoops, and lengths of wire! I am going to the land of a policeman's finger, where the horse and the bicycle still drag out a lingering life; a land of persistent and silent toil; a land of old villages and towns as little like each other as one woman is like the next; a land where trains are short, and one seldom sleeps in them, for in any direction within a day they will reach a sea; a land of vast and ancient trees, of houses time honored three centuries ago, of cathedrals that have been growing for a thousand years, and of village churches, built while people believed in God. Good-by, America! I am going home.

Good-by to the land of a new language in growth, of split infinitives and cross-bred words; the land where a dinner jacket is a "Tuxedo," a spittoon a "cuspidor"; where your opinion is called your "reaction," and where "vamp," instead of meaning an improvised accompaniment to a song, means a dangerous female! Good-by to the land where grotesque exaggeration is called humor, and people gape in bewilderment at irony, as a bullock gapes at a dog straying in his field!

Good-by to the land where strangers say

"Glad to meet you, sir," and really seem glad; where children whine their little desires, and never grow much older; where men keep their trousers up with belts that run through loops, and women have to bathe in stockings. I am going to a land of ancient speech, where we still say "record" and "concord" for "recud" and "concud"; where "necessarily" and "extraordinarily" must be taken at one rush, as hedge-ditch-and-rail in the hunting field; where we do not "commute" or "check" or "page," but "take a season" and "register" and "send a boy round"; where we never say we are glad to meet a stranger, and seldom are; where humor is understatement, and irony is our habitual resource in danger or distress; where children are told they are meant to be seen and not heard; where it is "bad form" to express emotion, and suspenders are a strictly feminine article of attire. Good-by, America! I am going home.

Good-by to the multitudinous papers, indefinite of opinion, crammed with insignificant news, and asking you to continue a first page article on page 23 column 5! Good-by to the weary platitude, accepted as wisdom's latest revelation! Good-by to the docile audiences that lap rhetoric for sustenance! Good-by to politicians contending for aims more practical than principles! Good-by to Republicans and Democrats, distinguishable only by mutual hatred!

Good-by to the land where Liberals are thought dangerous, and Radicals show red! Where Mr. Gompers is called a Socialist, and Mr. Asquith would seem advanced! A land too large for concentrated indignation; a land where wealth beyond the dreams of British profiteers dwells, dresses, gorges, and luxuriates, emulated and unashamed! I am going to a land of politics violently divergent; a land where even coalitions cannot coalesce; where meetings break up in turbulent disorder, and no platitude avails to soothe the savage breast; a land fierce for personal freedom, and indignant with rage for justice; a land where wealth is taxed out of sight, or for very shame strives to disguise its luxury; a land where an ancient order is passing away, and leaders whom you call extreme are hailed by lord chancellors as the very fortifications of security. Good-by, America! I am going home.

Good-by to prose chopped up to look like verse! Good-by to the indiscriminating appetite which gulps lectures as opiates, and "printed matter" as literature! Good-by to the wizards and witches who ask to psycho-analyze my complexes, inhibitions, and silly dreams! Good-by to the exuberant religious or fantastic beliefs by which unsatisfied mankind still strives desperately to penetrate beyond the flaming bulwarks of the world! Good-by, Americans! I am going to a land very much like yours. I am going to your spiritual home.

EGG HEADQUARTERS

Left to right: Orville Renshaw, messenger boy; G. R. Wallace, operator; M. A. Kluge, Clerk; O. O. Roberts, agent.

"It probably might be of some interest to the readers of this magazine to know where some of the eggs which are served on their tables come from," writes O. O. Roberts, agent at Golconda, Ill.

"During March, 1922, there were shipped from this station nine full carloads of eggs, in addition to two pick-up schedule cars a week, a total for the month of 4,123 cases, each containing thirty dozen eggs, making 123,690 dozen, or 1,484,280 eggs, shipped during the month—and every one of them strictly fresh!

"We also average several carloads of live poultry each month from this station, and during the warmer months we ship a number of cars of dressed poultry under refrigeration."

Our Last Echo of the Yard Riots of 1894

Company Wins Judgment of $38,000 Against City of Chicago for Damage Done in Railway Strike

By JOHN G. DRENNAN,
District Attorney, Chicago

PROBABLY the last echo of the great, expensive and useless railway strike of 1894, so far as the Illinois Central System is concerned, was heard in the Circuit Court of Cook County, Illinois, March 27, 1922, when the Illinois Central Railroad Company obtained judgment for $38,059.56 against the city of Chicago for damage and destruction of its property, principally about seventy-five of its freight and coal cars that were destroyed by fire, at the hands of the mob, at its Fordham Yard, July 5 and 6, 1894. Following the riots and destruction of property growing out of the great railway strike of 1877, Illinois enacted a law which provided that cities and counties should be liable to three-fourths of the amount of actual damage done to property in consequence of the acts a mob of twelve or more persons, provided the owner of the property exercised due care to protect it. See Chapter 38, Sections 256a and 256g, Hurds' *Revised Statutes of Illinois.*

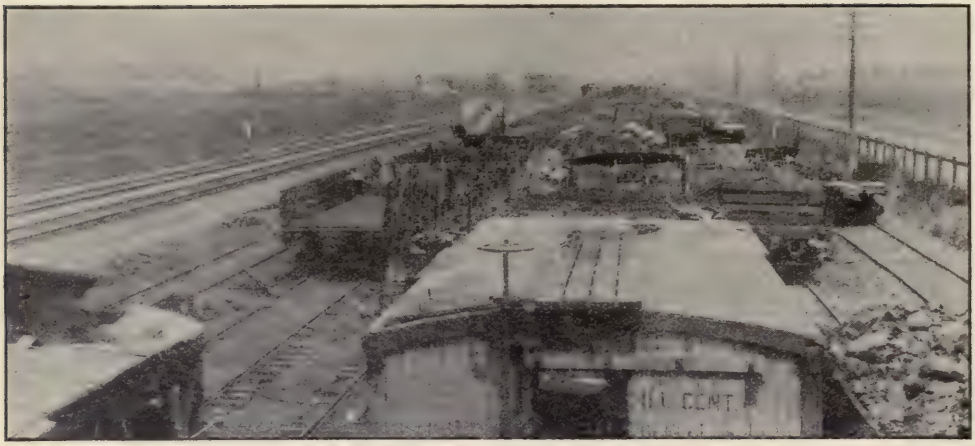
The primary cause of the strike was the refusal of the railway companies to comply with the demand of Eugene Debs, then head of the A. R. U. labor organization, that no Pullman sleepers should be used by any railroad in the United States. So far as the Illinois Central was concerned, the first strike was that of the switchmen in its Chicago Yards, on the evening of June 26, 1894. This was followed by other railway organizations, until the full fury and violence of the strike resulted in fires throughout various railway yards in and about Chicago destroying property in value of more than a million dollars.

Asked City for Damages

After the collapse of the strike, the railway companies and others that had lost property to any extent served the notices required by law upon the city of Chicago demanding that the city pay the three-fourths value of the damages provided for by the statute. Two suits were brought by the Illinois Central System: one by the Yazoo & Mississippi Valley Railroad Company against the city of Chicago in the United States Court at Chicago, and the other by the Illinois Central Railroad Company against the city of Chicago in the Cook County Circuit Court. For reasons which we will mention hereafter, these cases remained pending without trial until April 24, 1919, when the case of the Yazoo & Mississippi Valley against the city was tried and judgment rendered in favor of the railway company.

Many similar suits were brought against the city. The city authorities at first gave the respective claimants to understand that when a test case was tried they wished to negotiate

A Scene of Wreckage After the Riots, 1894



Cars Burned on Our Tracks, 1894

for a settlement with the parties in interest. I assisted in the trial of the first case in the United States Court on behalf of one of the auxiliary companies of the Pennsylvania System before Judge Kohlsatt. S. B. Shope, former judge of the Supreme Court, also assisted in the trial of this case. It lasted for several weeks. Hundreds of witnesses were examined. The jury returned a verdict for the company. The case was taken by the city to the United States Supreme Court of Appeals, where the decision was affirmed. The opinion in that case will be found in the 119th Fed. 497 (*City of Chicago* v. *Pennsylvania Company*).

Matter Dragged On for Years

After that case had been decided against the city, a number of claimants and their attorneys, as well as myself on behalf of the Illinois Central System, appeared before the finance committee of the city council and presented the matter to the committee for adjustment. The matter was held for some time without action, but finally the finance committee said that it was not disposed to consider the case in the United States Court of Appeals as a test case, but insisted that some case should be tried and taken to the Supreme Court of this state. The Pennsylvania Railroad Company thereupon took a change of venue in its principal case to Lake County. The case was tried about 1908, resulting in a verdict of $100,000 in favor of the railway company. The case was taken to the Supreme Court of Illinois and decided in 1909. (*P. C. C. & St. L. Ry. Co.* v. *City of Chicago,* 242 Ill. 178). In the meantime the case of *Sturges* v. *City of Chicago,* 237 Ill. 46, had been taken to the Supreme Court of the United States, and the liability statute of Illinois fully sustained

More Evidence in the Riot Cases, 1894

(*City of Chicago* v. *Sturges,* 222 U. S. 313). After the disposition of these cases, again negotiations were taken up with the city for adjustment, and the matter dragged along for years.

Noted Figures in the Case

The first, and most important, of the many witnesses used in these cases was John M. Egan, now a wealthy farmer residing near Dixon, Ill., who at the time of the strike was made general manager of the general managers' association of all lines leading into Chicago. He is now an elderly man, but has an alertness of mind and memory that made his evidence interesting and conclusive. Our Colonel A. H. Egan of Memphis, Tenn., now general superintendent of the Yazoo & Mississippi Valley, was then trainmaster of the Chicago freight terminals and in the midst of the danger and turmoil throughout the strike. He was an eyewitness to the fires on the night of July 5 and present in the Fordham Yard when the mob of more than fifteen thousand persons took charge of his train. He was at all times in the thick of the strike on the Illinois Central lines, as was his brother, John M. Egan, in the thick of it for all the lines.

It must not be forgotten that the United States troops, ordered to Chicago by President Cleveland, in command of General Nelson A. Miles, now retired and one of America's most distinguished soldiers, played a most important part. Some years ago it was my pleasure to meet and spend an evening with General Miles at a hotel in Chicago. He related to me fully his interview with President Cleveland just preceding the calling out of the United States soldiers in Chicago. He also related to me the many interviews he had with Mayor Hopkins. I have no doubt that his official report contains all that occurred between him and the mayor, but I have never seen in print the interesting interviews which he related to me that he had with President Cleveland. The history of the strike cannot be complete until he has published it.

Crew Finds New Use for a Switch Engine

Switch engines are not built to be deer chasers, but one on the Memphis division of the Y. & M. V. was brought into such a use on March 27.

George Starrett, engineer, Paul Riggin, fireman, Harry Smith, engine foreman, W. B. Pace, yardmaster, and J. C. Carey, night general yardmaster, were returning to Memphis on a switch engine March 27 after doing some switching at West Junction when they saw a deer on the right-of-way immediately in front of them.

The water was high in that section then. It had come up to the rails for a long distance, and at one place the track was completely submerged. As far as one could see from each side of the track, there was nothing but the surface of water pierced here and there by trees, houses and barns.

The deer was standing on the railway right-of-way because that was the only strip of dry land about. Where the animal came from, on one knows, of course, but it is thought probable that the high water drove it from its home woods in Arkansas.

The switch engine was many yards from the deer when the animal wheeled about and started at a great rate of speed toward Memphis, about three miles away.

The Captive

Urged on by the other men in the cab, Engineer Starrett shoved more and more steam into the cylinders of the engine, and gave chase. The race was for about one-fourth of a mile, and the deer was leading by nearly that much when it came to a bridge. Water was on all sides of the bridge and just covered the ties. The deer stopped with such suddenness that it almost skided into the water. After a brief,

pause and a hurried look back at the on-rushing engine, the animal, apparently seeing that the strip of dry land continued on the other side of the bridge, leaped high into the air and splashed into the water on the bridge.

There was a space of about three feet between the ends of the ties and the iron girders of the bridge. The water was about thirty feet deep there. The deer landed in that place and found that it was impossible to swim out.

While the animal was struggling furiously to keep afloat, the engine came to the edge of the bridge and stopped. The five men left the cab of the engine and walked cautiously out on the bridge to where the deer was. Yardmaster Pace brought a rope from the engine, tied a loop in it and gently dropped it over the pointed head of the deer. When the rope was secure about the animal's neck, Mr. Pace raised it from the water, and each man grabbed a foot.

Does fight with their feet. Their hoofs can slash great gashes in flesh as readily as can a knife. And this was a doe.

The five men, especially the four who had hold of the doe's feet, soon learned what a task they had before them. The doe fought her hardest. She tore her own flesh in the effort to slash the rope from her neck. Her mouth was cut and was bleeding profusely during the struggle.

After the doe had succeeded in mussing the men up a bit and getting them soaking wet, they "hog-tied" her, placed her in the cab and took her to Memphis.

A LANDMARK GONE

The coming of spring finds the birds with one less place to build their homes in Centralia, Ill. The one remaining sycamore of all the old Illinois Central shopyard trees crashed down last fall in order that a building might be put up in its place. At the time the Centralia *Courier* said: "Today the last landmark of the old railway shops was taken down. This is the old sycamore tree which has stood in the corner of the old shopyards ever since most Centralia people can remember. It was rooted out today because the new building will cover the spot where it has stood for so many years."

F. Touve-Harris (Mrs. S. H. Harris) is

The Last Sycamore

the wife of S. H. Harris, a Centralia business man who from 1890 to 1904 was a freight conductor for the Illinois Central, his last run being between DuQuoin and Mounds. Mrs. Harris writes: "To one who has been brought up under the shadow of the Illinois Central shops and yards with their change and growth and who remembers the original three parks of trees beside those growing in the shopyard, the change awakens a touch of sentiment. This, together with my pride in the progress of our city, caused me to give expression to the following poem, which appeared in the Centralia *Sentinel*:

TO THE "LONE SYCAMORE"
(The last of his tribe in the city's heart)

Hail! friend and comrade of full two score or more—
With bared head would I greet thee once again!
Reared with thee in the city's heart,
Midst thy departed comrades, not a few,
Thou art of my youth a part.

From out thy sheltering branches
First I learned the robin's call,
Counted the empty nests at fall,
And the seed balls dangling there,
Studied the sunbeams' light and shade,
Or, by the shutters of my window hid,
Let romantic moonbeams, through thy
Leafy film, lead me to Old Madrid.

No clanking pavement 'neath the horse's hoof,
No dream of motor or the claxon whoof—
But often 'neath thy spreading shade
Fruit-laden beast and weary pilgrim loitered.

Fain would I cry—"O Woodman, spare that tree—
In youth it sheltered me."
Nay—let me rather, silent minister,
Imbibe the spirit of the lesson taught—
In smoke and storm—shine, shower or drought,
To stand—
Until the voice of Progress utters its demand.

"The window referred to is the one just to the right of the trunk of the tree in the picture —in that day they had shutters. The 'fruit-laden beasts' refers to the immense shipments of strawberries that used to leave these yards. The picture was taken looking north from the new Illinois Central station of which we are now so justly proud."

Shortest Railroad Has Longest President

What is believed by railway officials to be the shortest rail line in the world is operated from Burnside, La., a station on the main line of the Yazoo & Mississippi Valley, to the Mississippi River, less than a quarter of a mile in length.

So far the "Burnside & River" Railroad has been unable to buy a locomotive, although that was the original intention of its builder. Instead of an engine a mule is used, and officials of the Y. & M. V. say that mule has been in constant service many years. It is fully acquainted with its duties of pulling the only passenger coach attached to its harness. When waiting for arrivals of Y. & M. V. passenger trains the mule often becomes tired, and to rest itself it will lean against a post that was used for a telephone wire, but stands conveniently close to the track.

This coach meets all Y. & M. V. passenger trains. It hauls persons from Burnside to the river, where they can take a steam packet for points south of Burnside not served by the Y. & M. V.—Memphis (Tenn.) *Commercial Apeal*, March 26.

Although the little railroad between Burnside and the river is reported to be the shortest in the world, it has as president Henry C. Braud, who is one of the longest railway presidents in existence. The road is only 850 feet long, and Mr. Braud is a little more than 6 feet tall.

The road is owned by the Burnside & Donaldsonville Packet Company, and Mr. Braud is the president of that company. In addition to the railroad, the packet company operates the steamer "Virgie," named for the daughter of Mr. Braud, and a steel ferryboat between Donaldsonville and Darrow, La. "Preston," the "mule-locomotive," pulls the 21-year-old car from one end of the road to the other in seventy seconds. When the end of the line is reached, the passengers are transferred to the boat, and "Preston" goes to his beloved "round-house."

The Railroad's Terminal

The Y. & M. V. will sell a ticket from any point on its line direct to Donaldsonville. This includes the trip over the short railroad and on the steamboat. The fare from New Orleans to Donaldsonville is $2.35, competing with the all-rail rate. Donaldsonville is about five miles up the river from Burnside.

Mr. Braud is 70 years old. He has saved the Y. & M. V. large sums of money in exposing fraudulent and excessive claims. Mr. Braud served eight years as a member of the Louisiana State Legislature under Governors Heard and Blanchard.

Preston and "The Toonerville Trolley"

Glenwild, a Plantation Rebuilt to Order

Mississippi Farm of Lieutenant-Commander John Borden New Show Place of the South

ONE of the newer show places on the Illinois Central lines is Glenwild Plantation, the Mississippi farm home of John Borden, millionaire native of Chicago. Glenwild is five miles south of Grenada, Miss., and our main line cuts it almost exactly in the middle. The result is that the daylight traveler over that track gets a pleasureable eye-full as he views the neatly fenced green acres, the red-roofed, green-shuttered, white-painted buildings and the generally up-to-date appearance of the plantation.

Mr. Borden is not a cotton farmer. He is, in Mississippi, a breeder of purebred stock and an exponent of diversified farming—an example to the farmers of that state.

Livestock breeders from the Middle West and South—but mostly from the South—gathered at Glenwild Tuesday, March 28, for the first Hereford sale to be put on by that rejuvenated institution. Fifty purebred Herefords, forty-five of them females, were put on the block. The average price they brought was less than $150—far from a profit-making price for the plantation, but a price which enabled some purchasers to get in the game who otherwise could not have stood the pace.

Works for Good of the South

For two reasons, the sale was no failure: First, because Mr. Borden is so well-to-do that he can afford to sponsor such general improvements at his own expense; and, second, because the dissemination of this blooded stock among the farmers of the South, even at a monetary loss, is one of the reasons for Mr. Borden's interest and investment in Glenwild.

Several of the Illinois Central's faster trains made the unaccustomed stop at the plantation crossing that day in order to accommodate the visitors at the sale. The recent improvements on the plantation have meant considerable freight traffic to the Illinois Central. The attractively painted plantation buildings make up one of the most pleasing sights in that part of the country for travelers on the Illinois Central. For these and other reasons the Glenwild Plantation and its owner have become known practically all over the Illinois Central System. The men who manage the plantation, including Mr. Borden himself, are friends of the Illinois Central.

Lieutenant-Commander John Borden, U. S. N.

It has been just two years since Mr. Borden began spending his time and his money in building up what is now one of the finest plantations in the South. His holdings at Glenwild now aggregate 6,800 acres, all in one tract. He has 2,500 acres in cultivation—but not an acre of that in cotton. The remaining 4,300 acres, except those that are irreclaimably waste or occupied by the Illinois Central right-of-way or highways or the Bogue River, are pasture lands or virgin timber, mostly hardwood and pine.

Bought Plantation in April, 1920

Before the Civil War, this piece of land was the old Payne plantation. For many years after the Civil War the land was farmed with cotton and corn in a haphazard manner, and it was in a generally run-down condition when Mr. Borden got hold of it in April, 1920. He immediately set to work to form an organization, to build and remodel buildings and to introduce purebred livestock and new crops to take the place of cotton and to restore the soil.

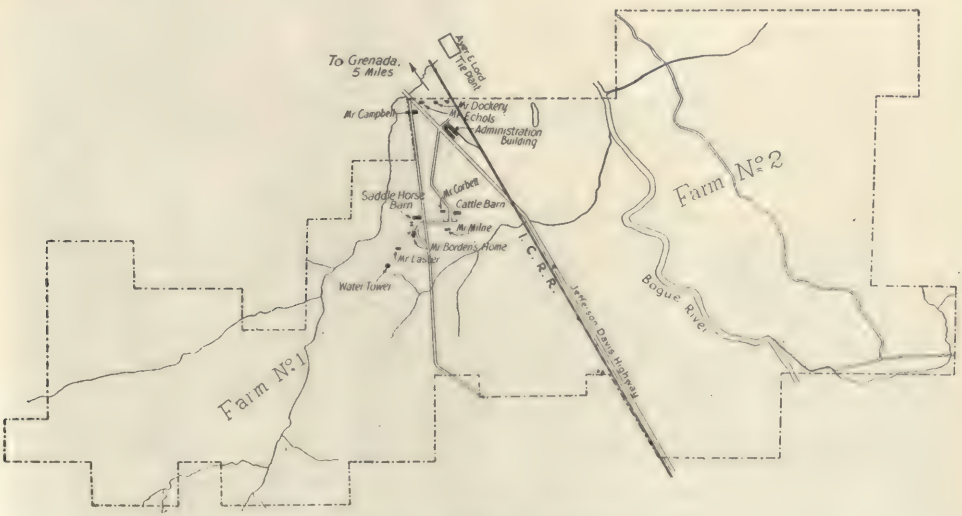
Panorama of Glenwild Plantation

Mr. Borden's organization now consists of himself; W. A. Campbell, general manager; A. R. Dockery, office manager; J. L. Echols, overseer of Farm No. 1 (west of the river); O. W. Scott, overseer of Farm No. 2 (east of the river); Alex Corbett, herdsman; A. W. Milne, assistant herdsman; and R. A. Laster, superintendent of construction, in addition to about forty tenant farmers and numerous mechanics, carpenters and other helpers.

Mr. Campbell, the manager, was once a member of the Illinois Central family. From 1900 to 1905 he served the company as creosote inspector at Carbondale, Ill., and Grenada. Then for fifteen years he was superintendent of the Ayer & Lord Tie Company's plant, just half a mile north of the plantation which he now manages.

The Vantage Point

While building up his organization, Mr. Borden looked around for purebred stock. He got the bulk of his Hereford cattle and his great bull, Donald Woodford, by the simple expedient of buying out the noted Enochs farms at Fernwood, Miss., also on the Illinois Central. Mr. Borden moved this herd to Glenwild, and he is now using the



Map of Glenwild Pantation

7,600 acres of the Fernwood farms, among other things, for his more than 750 purebred Duroc-Jersey hogs. At Glenwild Mr. Borden now has 400 Herefords, 50 Shorthorns, 40 registered Holsteins and a few registered Guernseys. He paid $14,000 for Maxwalton Rodney, his famous Shorthorn bull, whom he purchased as a junior yearling from Carpenter & Ross, Ohio breeders.

The main buildings on the plantation are the administration building, the cattle barn, the saddle horse barn (now in course of construction), separate dwellings for Mr. Borden and the members of his staff and about forty tenant houses. All of these buildings are painted in the same color scheme—white, with green trimmings and red roofs—and the effect, taken into consideration with the light green of the fields and the darker green of the timbered hills, is most pleasant, as any traveler on the Illinois Central south of Grenada in the daytime can testify. There are no shacks on the Glenwild Plantation; everything is new in appearance, tidy and up-to-date.

Headquarters Building a Big One

The administration building, which is the headquarters for the plantation's activities, gives an idea of the completeness with which Mr. Borden is organizing his plantation. This building contains the mule and horse barns, wagon and implement sheds, warerooms, a storeroom and commissary (a general store, with dry goods, groceries, etc.), the plantation offices (so up-to-date they have radio equipment), the tractor garage, the paint shop, the carpenter shop, the blacksmith and machine shop, the feed grinding rooms and the electric light and pumping station.

The water system also includes a 100,000-gallon water tower on a hill back of Mr. Borden's dwelling, giving 60 pounds' pressure by gravity for the buildings on Farm No. 1.

Glenwild Plantation represents an investment of hundreds of thousands of dollars. An idea of its acreage can be gained from the fact that it takes twenty-five miles of hog-proof fence to guard its boundary lines, and that there are forty miles of hog-proof fence and six miles of Kentucky board fence now standing on the property. The cattle barn alone cost $35,000, and the administration building much more than that. One bull, as mentioned, cost $14,000. Mr. Borden wants his work done well and substantially, and that makes the reorganization of the plantation run into money.

Used Much of Old Material

In remodeling the older buildings, an effort has been made to keep the original design. In the big house, Mr. Borden's country home, the century-old logs have been kept, but the place has been newly weathered-boarded outside and plastered in the interior. Old timber has been used in rebuilding the old plantation blacksmith shop into a garage, and the marks of the axes used by the slaves in hewing out the original wood can still be seen. Mr. Laster, who has charge of the construction, is an expert in his way, and he has worked out ideas to fit the situations as they arise. His Kentucky board fence, for example, which by its whiteness lends much to the scenery, is constructed of wood that has been dipped in white creosote instead of being painted, and the effect is to give it a permanent whiteness as well as to make it proof against the elements.

Mr. Laster's material, as well as most of the traffic of the plantation, comes in carload lots over the Illinois Central, and the railroad has a siding on the plantation for convenience in handling the business. The accounts are taken care of under the Grenada agency.

Noted Cattle on the Plantation

Mr. Borden has built and improved his own roads within the plantation. In addition, the Jefferson Davis hard-surfaced highway from Memphis to the Gulf passes just about through

Mr. Borden and Mr. Campbell at Glenwild

Administration Building
Poultry Yard
Cattle Barn
Cistern Side
Glenwild
Plantation
Cattle Barn
Silo Side
John Bolden's
Farm
Dog Kennel
Close-up, Store and Office

the middle of the land, paralleling for a considerable distance the Illinois Central track.

Glenwild's most noted cattle are: Donald Woodford, head of the Hereford herd, grand champion in 1921 at the Illinois, Indiana, Kentucky and Tennessee state fairs and the Tri-State Fair at Memphis; Maxwalton Rodney, Shorthorn bull, five times grand champion at state fairs in 1920; and Lady Dorothy, Shorthorn cow, also a prize-winner.

Mr. Borden is going into the breeding of 5-gaited saddle horses, as the construction of the new horse barn will testify. His best known horse is Wildare, second in the 5-gaited stallion class at the International at Chicago in 1920. The master of Glenwild is a polo player, and he plans to introduce the game at Glenwild. Eight of his polo ponies are stabled there, a polo field is being laid out, and he is planning to put on a series of polo games as a feature of the county fair at Grenada this year.

Scientific Farming Is the Rule

The farming plans at Glenwild call for a campaign to building up the soil. Fertilizer is being used extensively, and the tenants are directed to turn under the green crops—cowpeas, soybeans, etc.—and to follow a definite schedule in rotating the crops. The farming is done scientifically, with the most up-to-date implements, and the tenants make regular reports on the condition of the land. An office organization, with offices as finely furnished as you will find in the city, has been built up to direct the affairs of the plantation. Everything is carried on according to plan.

To round out the place, Mr. Borden has fine chickens, fine dogs (Llewellyn setters) and peafowls, all well housed and taken care of.

Glenwild, although a sober business proposition for Mr. Borden, is also his playground and his county home. He spends a great deal of his time at the plantation, and it is his custom to share its enjoyments with his friends. Hunting is one of the favorite sports at Glenwild, and that is why Mr. Borden keeps a kennel of dogs. In order to improve the hunting, which heretofore has been confined mostly to quail and 'coons, Mr. Borden released on the plantation one hundred English ring-neck pheasants. The county board of supervisors, in order to further the plan, has declared a closed season of three years on pheasants, with a $100 fine for a violation.

The Master of Glenwild

This man Borden is no member of the idle rich. He is a noteworthy character. Probably the best biography of him that has been written came from the typewriters of his Chicago friends, Walter Howey, John P. Brady and William Blake, who enjoyed a 'coonhunt with him at Glenwild last November and then went back to Chicago and published an illustrated souvenir newspaper about Glenwild, calling it *The Glenwild 'Coonhunter*. Under the heading, "Arctic Explorer and Sub Hunter Now Is a Planter; Commander John Borden Exchanges Gold-Striped Cap for Sombrero Down in Mississippi," the following story was printed:

"From the bridge of a sub-chaser in the German ocean to a Mississippi plantation is a far cry; 'tis a long paddle from the Bering Sea to the land of cotton. From the polo fields of the North and West to the sylvan glades of Glenwild is considerable jump, but evidently not far for Lieutenant-Commander John Borden.

"The only sea fighter who owned and commanded his warship in the Great War has exchanged his gold banded cap for the planter's sombrero, the captain's gig for a saddle horse and beaten his 3-inch guns into tractors. In place of leading a one-armed existence in command of the 225-foot Kanawha II, U. S. N., in the pitching waters of the Bay of Biscay, English Channel and the North Sea (it has been called a one-armed existence because one had to hang on with at least one arm all the time in sub-chasers in those waters) he is now boss of more than five thousand acres in Grenada County, Mississippi, where the fields are bounded by forested knolls which must remind him still of stormy seascape suddenly struck stationary.

Born in Chicago in 1884

"The quietly humorous master of Glenwild was born with a sextant to his eye, in one of the first houses built on what is now the Lake Shore Drive in Chicago. That was in 1884.

"He neglected his education by graduating with honors from Yale and then when he could have entered any one of Chicago's seven thousand and odd bars without any effort, a-tall, he preferred to go to Northwestern Law School and was admitted to the Illinois Bar. But then he has always worked out his problems in his own way. That he might do this the more accurately, he took a course and became a public accountant.

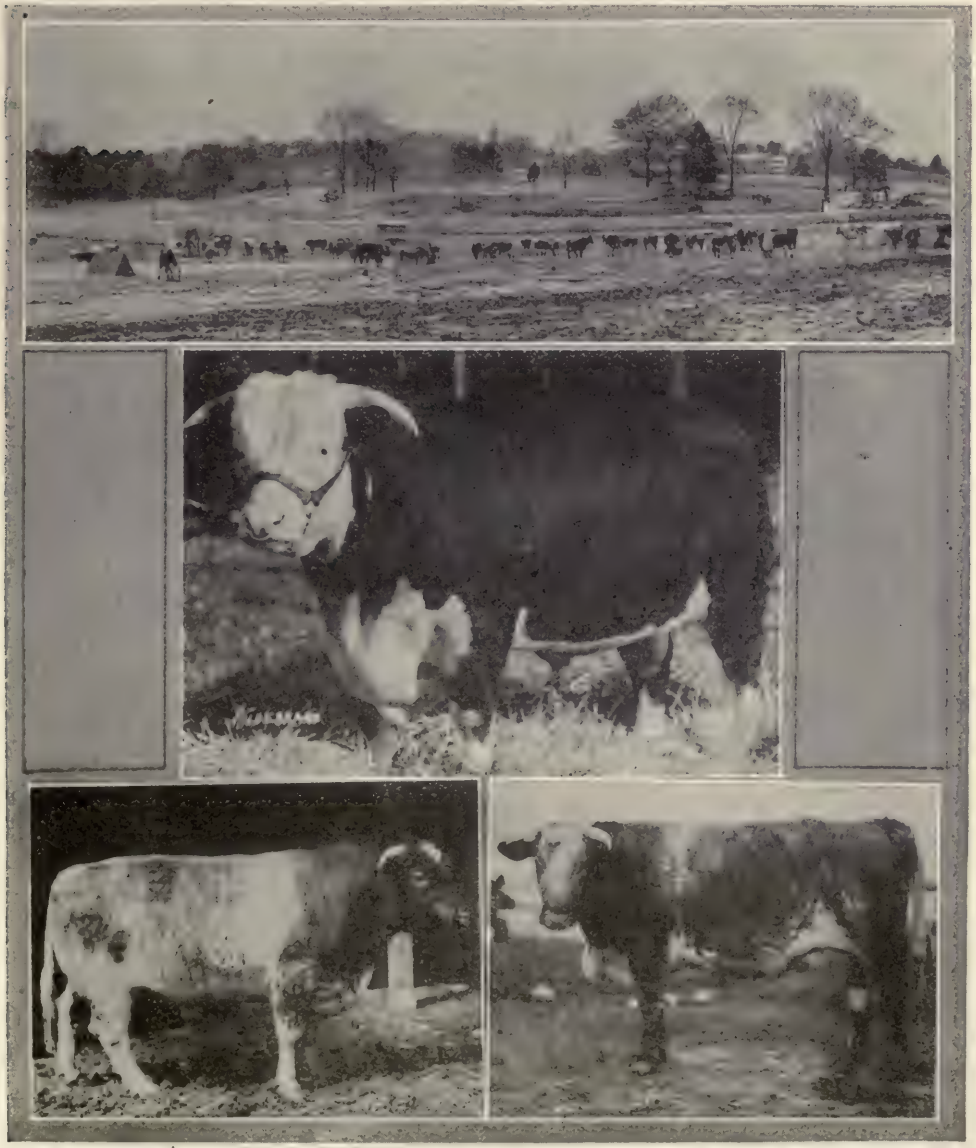
"He went on shooting expeditions to various parts of the world and became proficient in the handling of small arms. Along in 1912 the whales in the Pacific and Bering Sea became

obstreperous, and he built the schooner Adventuress for a whale hunt. He sent this craft around the Horn and joined it on the west coast in the spring of 1913.

"With this boat he went exploring into the northern waters and hunted whale and bear along the Alaska coast, making several incursions back from the shore into unknown territory. In 1915 he went to Europe as war correspondent for the Newspaper Enterprise Association and scooped the world with Italy's entrance into the war. He had a large acquaintance among diplomatic circles in several European capitals and access to the best informed news channels.

Shipwrecked in Alaskan Waters

"In 1916 he built the schooner Great Bear and sailed on a fur trading expedition for the Arctic Ocean and northern coast of Siberia. When he reached Bering Sea he was informed a ship had been wrecked and stranded on an island in this body of water and he changed



Some specimens from the Borden herd; center, Donald Woodford; left, Mawalton Rodney, right, Lady Dorothy.

Some of the homes on the plantation: top, home of Manager Campbell; center, home of Herdsman Corbett; bottom, home of Mr. Borden.

his course to get the crew. In a thick fog the boat carried up against an uncharted reef off one of the islands in the group being sought and sank, but not before the crew had opportunity to get a few things ashore.

"The shipwrecked party saved, among other things, one of the ship's boats. They built a tent and began to figure on staying there all the winter as they were away out of the course of what little commerce obtains in those waters. Their only boat was found drifting away from the shore one day and it looked as if their last hope was gone when Borden stripped and plunged into the cold water and swam out to the craft. He brought it back, although he nearly froze in the attempt.

"In the meantime the government got busy and sent out ships to scour the sea in search of the missing Great Bear, which long since should have reached Nome. Finally they were picked up by a government ship and taken to port. Lieutenant-Commander Borden's thousand word report written at the request of the editor of a Chicago newspaper is considered a model newspaper story.

Got Ready Early for the War

"While in Europe in 1915 he saw that sooner or later the United States would be drawn into the war and he pursued his navigation studies with diligence. He took out his master's papers as soon as possible after buying the fastest steam yacht in the United States, the Kanawha. This boat he got fitted out in the very best condition possible so that when war broke out

it was waiting only for the guns to put to sea. He gathered his old Arctic crews and manned his ship with picked men, among them being an ex-gunner from the United States navy.

"The navy officials were swamped with offers of private yachts when the war broke out. But there wasn't one in ten that could be used for anything and of all the boats the Kanawaha was the only one stripped down to war specifications. As said above it needed only the guns. As soon as they looked into his record the navy bosses commissioned John a provisional Lieutenant Commander and he was at sea with his boat fully manned and equipped for war within a few days after the declaration of hostilities. William Blake, well known in Glenwild as an expert 'coonhunter and an old friend of Commander Borden's, enlisted as a gob and became master at arms on the ship.

"The Kanawha II, as it was known in the navy, accompanied General Pershing as one of his escort across in June, 1917, and was ordered to Brest, where it was the first American warship in the race to France. It logged fifty thousand miles in the German Ocean, Bay of Biscay and English Channel in pursuit of subs and the protection of convoys and toward the end of the war was the flagship of Commander Borden in command of a flotilla of chasers. This flotilla took care of several Hun subs.

"With the war ended, he returned to Chicago in the later winter of 1919. He spent most of the summer on his estate at Lake Geneva and then one day there was recorded his purchase of a Mississippi plantation. On the walls of his office in the Tower Building are pictures of the sea and models of the various ships he has commanded. On his desk are plans for the Glenwild Plantation and volumes on agriculture and reports of various agricultural bodies from all parts of the world. It's our guess that Commander John Borden's practical and thorough work together with his experiments at Glenwild will do more to solve the problems of Mississippi than all the theories and advice now being spread broadcast through the various agricultural sections of the country, both North and South."

An Afternoon in a Special Agent's Life

"'Ho hum, this spring weather sure makes a fellow sleepy. Believe I will lie down on this hatch and take a little nap,' yawned John Tippitt, special agent for the Illinois Central Railroad, in a sleepy sounding voice Tuesday afternoon as he sat contentedly on top of a hatch on the old steamboat Pete Langan, now owned by the Peterson-Miller Box Company. Tippit was wide awake and alert despite the sleepy tones of his voice," said the Cairo (Ill.) *Evening Citizen* of March 29.

"Then came a ghostly rap on the underside of the hatch as if the dank and dripping spirit of some deck hand who had long ago died was imprisoned in the hole of the old boat and was trying to open the hatch and escape. The rapping stopped. A sound like that made by a heavy dead body being dragged along could be heard. A voice, seeming to come from the depths below in tones sepulchral and hoarse, began speaking. 'You have got me all right, Tippitt. I am here but please let me out. This foul air is about to kill me. The bilge water in here is deep and I'm wet, slimy and cold.'

"Without any mysterious passes or incantations, Tippitt had conjured up a real live spirit. With a broad grin and a merry twinkle in his eye, the special agent lifted the hatch and out crawled 'Fisher' Beaver, covered with muck and as submissive as any snow white lamb that ever gamboled in the clover.

"The officer had gone after Beaver with a warrant charging theft of a large quantity of beans from an interstate shipment on the I. C. at Mounds. Beaver was working on a derrick boat just north of the Cairo bridge when he saw Tippitt coming. He left his work, ran off the derrick boat and along the river bank for a distance, then boarded the old Pete Langan and disappeared in a hatch.

"All efforts on the part of Tippitt to coax him out of the hull proved fruitless. The officer decided on a 'wait and see' policy. For five hours Beaver endured, then gave up the ghost. Whistling, idly twiddling his thumbs, humming old-time favorites as he sat comfortably on one hatch while his dog Charlie sat on the other, Tippitt easily outwaited his quary.

"Beaver, it is said, hails from Boston and, having never served in the army for a long stretch, was a fool about beans. But he spilled the beans, so to speak. Literally, the beans were spilled on a street in Mound City. They furnished the needed clue."

Winning an Up-Hill Battle for a Home

Saving Pennies Meant Success to F. J. McGuinness and to Other Employes at McComb, Miss.

IF home-owning is a sign of thrift, and it undoubtedly is, then the employes of the Illinois Central at McComb, Miss., are a thrifty lot of workers. It is estimated that 60 per cent of them own their homes in that little city of southern Mississippi. That means that at least 60 per cent of the employes there are or have been making good use of practically every cent of their wages. But 60 per cent do not represent all who are saving part of their incomes. Nearly every employe at McComb lays part of his money away where it can be had for future use. The numerous savings accounts are indicative of that.

There is a satisfied feeling among the employes at McComb. That feeling is apparent over the entire system, but at McComb it seems to be pronounced. The employes at McComb feel they are in the work that they like best, and they feel that they are working for the best railroad in the world.

McComb is an ideal city for a home. The city is built on high ground; the air is fresh, clear and dry, and the residents are healthy.

Loan Association Is a Help

Those are the conditions that have been the stimulus for thrift at McComb. Some of the employes have thought it best to accumulate enough money for the purchase of a home before they bought or started building. The enthusiasm of others for a home has made it impossible for them to wait that long, and they have either purchased or built through the aid of the Building and Loan Association.

The majority of the home-owners in McComb fit into the latter class. During the last year, about forty new homes have been erected in that manner. The usual initial payment to the Building and Loan Association has been 25 per cent of the total loan, and the monthly payments have been about $25 for each $1,000 borrowed. Notes are signed for the monthly payments, and each month one of them is taken up by the home-owner. Five years is about the average time that is required to pay for a home.

Ninety per cent of the engineers working in and out of McComb are the proud owners of homes in that city.

Present Home of F. J. McGuinness

An Up-Hill Fight for a Home

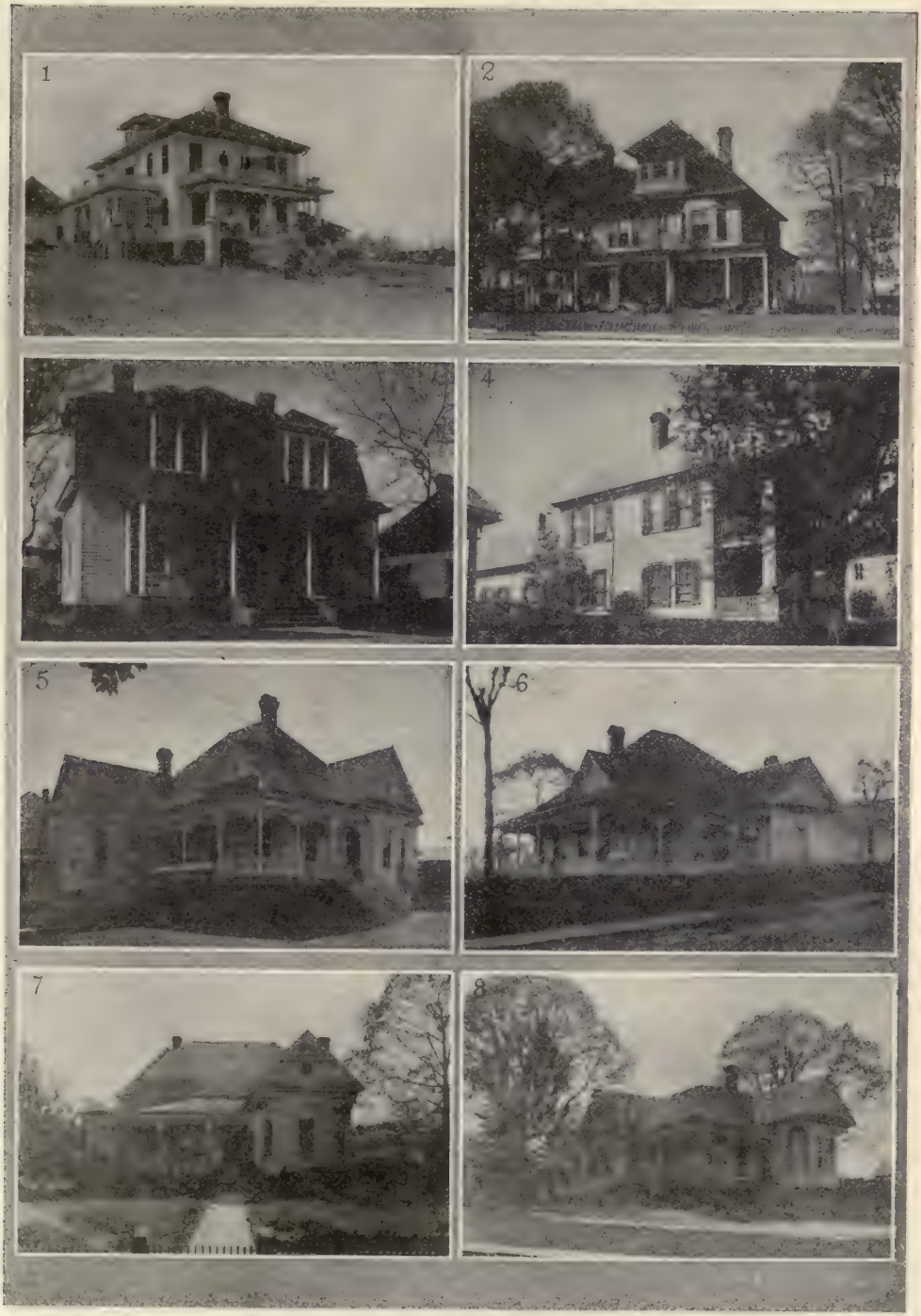
The experience in home-buying of F. J. McGuinness, warehouse foreman, is an example of the way many employes have bought their homes in McComb.

Mr. McGuinness found it an up-hill fight. He was discharged from the army in the early part of 1919, and he had to borrow $350 to start his civil life. Before he got his military experience he had been an employe of the Illinois Central at McComb, and on his return he was promised another position. To borrow money enough to give him a fresh start did not appear to be a bad thing, he says. He was young and unmarried, and a good position was soon to be open for him.

But the borrowed money did prove to be a handicap to Mr. McGuinness before he had paid it. On April 1 of the same year, only a few months after he had returned from the army, he decided to get married. He was employed as a clerk at that time, and his salary was $90 a month.

Couldn't Pay the $1,000 Down

There was a pretty little cottage in McComb that Mr. and Mrs. McGuinness longed for. They went to the owner and learned that the price was $4,500. They knew that such a sum was too large for a young man to take upon his shoulders, but at the same time they knew that it was their ideal spot and that it could finally be paid for. But when they asked for the terms of sale, they realized that the initial $1,000 payment asked was far more than any



Employes' Homes at McComb, Miss.: 1, *C. C. Clement, conductor, Georgia Avenue;* 2, *C. L. Carroll, train dispatcher, 644 Minnesota Avenue;* 3, *C. A. Gilmore, engineer, 226 Michigan Avenue;* 4, *E. L. McLaurine, trainmaster, 424 Third Street;* 5, *R. M. McEwen, general car foreman, 406 Fourth Street;* 6, *J. B. Middleton, carpenter, 321 Argyle Street;* 7, *J. A. Anderson, machinist, 413 Pennsylvania Avenue;* 8, *J. W. Brown, conductor, Edgar and Virginia streets.*

amount of money they could hope to raise at that time.

Thus the first dream of the young couple was shattered for the time being. But they were not disheartened. There were few houses for rent in McComb; anyway, they were anxious to buy a home of their own. They looked the city over, but everything was out of their reach until one day they found a little house of four rooms. There were no modern conveniences, and the walls were bare. No grass grew in the small lawn, and what few trees were about the place added only ugliness.

But the price of that little home was only $1,000. That amount was within their reach, and they made arrangements for the purchase.

A Strain on a $90 Salary

The owner asked $100 as an initial payment. Mr. McGuinness had received a bonus of $60 from the government. He borrowed $40, made the first payment and signed thirty-six notes for $30.27 each. That amount took care of the interest, with one of these notes due the first of every month.

A salary of $90 a month was hardly large enough for the young couple to live on, and to take $30.27 out of that each month made matters more complicated. On top of all this, there was the $350 debt which had not been paid, and interest on it was accumulating.

But they had a home, and they began to plan like two veterans of the business world. Their notes had to be paid each month; after that they could make a small payment on the $350 debt, and the remainder of the $90 salary was to pay the food and clothes expenses.

Mrs. McGuinness was able to keep the house expenses down to $1 a day. It was an effort, but with careful buying and cooking it was accomplished. Some days she even went below that mark.

The only furniture the little home had was that which was absolutely necessary. There were no extra chairs for guests. There was no extra room furnished for visitors. Mr. McGuinness made most of the furniture during his hours at home after work in the office. Of course it was not highly varnished, but it served. It was all theirs, and they enjoyed it.

Not Fancy, but a Real Home

During spare hours they both worked hard to beautify their little home. Grass was planted; the dingy walls of the rooms were papered, and the outside of the house was given a nice, new coat of paint. A little later, electric lights were added; then water connections were made. Mr. McGuinness did all of this work. Their home was made comfortable by their constant efforts, and they were able to add to the meager supply of furniture from time to time.

After they had lived in their home for fourteen months, kept the notes paid and improved the property every day, a man offered them $1,600 for it. They asked for time for consideration and talked the proposition over.

Got the House They Wanted

"One thousand six hundred dollars! That is $600 more than we paid for the place," they agreed, "and we have already paid $423.78 in the fourteen months we have lived here. Then, if we sell, we shall have $934.06 all our own!"

Then their first little dream-cottage flashed back to their minds. If they sold, it would be possible to buy it. They had been happy, but they had suffered hardships; now they were on the road to success.

They went to the owner of the first house they desired to buy and learned that it was still for sale at the same price. They took an option on it and then sold their little home. The purchaser paid them $960 cash, and signed notes for the remaining $640. Mr. McGuinness made the first payment of $1,000 on the new home and signed notes at $43.75, due each month, for the remaining $3,500. That was in September, 1920, and, although the task has been hard, he has kept the payments up to date.

Taxes, insurance and the notes make owning his own home cost him $12.50 a month more than renting, he says; before he bought the place, it rented for $35 a month.

Mr. McGuinness gives to his wife all the credit for their ability to have a home. If it had not been that she was such a good little business woman, he says, it could never have been done.

Another Example of Thrift

Another example of thrift at McComb is that of J. A. Jones, engineer. Mr. Jones entered the service at a salary of $30 a month when he was 14 years old, and now, at the age of just a little more than 50, he owns two valuable pieces of property in McComb, has stock in two banks, and is a director in one.

Mr. Jones entered the service as a poor boy, and was not able to save any of his salary for himself at first. His father was in ill health, and the son had to contribute to the upkeep of the home.

By 1899 Mr. Jones had worked up to a posi-

Employes' Homes at McComb, Miss.: 9, *Tom Downard, B. & B. foreman,* 427 *Missouri Avenue;* 10, *W. T. McGuire, chief clerk,* 577 *Georgia Avenue;* 11, *T. A. Winborn, track supervisor,* 1004 *Delaware Avenue;* 12, *D. M. Wilson, engine carpenter,* 229 *North Magnolia;* 13, *O. F. Mixon, engineer,* 504 *Virginia Avenue;* 14, *S. L. Montgomery, fireman,* 517 *East Michigan Avenue;* 15, *C. N. McKnight, wrecker foreman, Scott Street;* 16, *T. D. Faust, conductor, Edgar Street.*

Home of J. A. Jones

tion as engineer, and he was able to save about $50 of his wages each month. By 1903, Mr. Jones had about $2,400 in the bank. He was a home-lover, and he bought a comfortable little home for $2,000, although he was not married. Throughout that year he used his savings to buy furniture for his home, and in December he married Miss Ida Fitzgerald of McComb.

Mr. Jones continued to save after he was married. McComb has always been an economical place to live in, he says, and he was always able to save about $50 of his wages each month.

Five years later, Mr. Jones sold his home for the same amount he paid, and he added that money to his savings for the purchase of a better home. He continued to save and later invested in farm land. He improved his property, sold it at a profit and invested again. He repeated his farm investments several times, and each time realized some profit.

Although comparatively a wealthy man, Mr. Jones continues in the service of the company, and he saves part of his wages each month.

O. M. Dunn, Former Superintendent, Dies

Oliver M. Dunn, 75 years old, real estate broker and former superintendent of the Louisiana division of the Illinois Central System, and his wife, 68 years old, were found asphyxiated in their home, 4735 Carondelet Street, New Orleans, Tuesday, March 14.

Mr. and Mrs. Dunn were discovered dead in bed by Tom Anderson, their negro house boy. Windows in their bedroom were closed, and gas was escaping from a heater.

Coroner Joseph O'Hara reported the gas in the heater had evidently been turned too low and had gone out during the night. There was no question, he said, that the tragedy was accidental.

Mr. and Mrs. Dunn are survived by one son, Captain Seely Dunn, assistant director of the Bureau of Statistics, Interstate Commerce Commission, Washington, D. C., and a brother of Mr. Dunn, Colonel Frederick W. Dunn of Quartzite, Ariz.

Funeral services were held for Mr. and Mrs. Dunn Friday morning, March 17, at the Napoleon Avenue Presbyterian Church, the Reverend U. D. Mooney officiating. Burial was in Metairie Cemetery. Pallbearers included several Illinois Central System officials.

Mr. Dunn, before his retirement ten years ago, was one of the best known railway officials in the South. He is said to have been one of the first telegraph operators to learn to receive telegraph communication by sound. This was in the 60's in the days of the "paper mill."

Mr. Dunn obtained a position with the Louisville & Nashville Railroad early in the 70's. After handling several local agencies in Kentucky and Tennessee, he was appointed general freight agent at Owensboro, Ky. Next, through J. T. Harahan, late president of the Illinois Central System, at that time superintendent of the New Orleans and Mobile division of the L. & N., Mr. Dunn was appointed trainmaster at Mobile. Two years later he was appointed superintendent of construction. When Mr. Harahan was named general superintendent of the L. & N. south of Decatur, Ala., Mr. Dunn succeeded him as superintendent of the New Orleans and Mobile division. He was later transferred to Memphis as superintendent of the Memphis Line division of the L. & N. in 1886.

When Mr. Harahan became vice-president in charge of operation of the Illinois Central System shortly afterward, Mr. Dunn went with our road as general superintendent south of the Ohio River. Becoming interested in New Orleans property and business life, he later accepted a position as superintendent of the Louisiana division and the New Orleans terminals. He married Miss Harriet Seely in 1868.

Employes' Homes at McComb, Miss.: 17, *P. W. Berner, waterworks foreman, McComb suburb;* 18, *E. A. McGuinness, assistant chief clerk,* 418 *Argyle Street;* 19, *D. H. Brown, foreman,* 314 *Louisiana Avenue;* 20, *S. Hibbard, pattern maker,* 331 *Delaware Avenue;* 21, *Alva McElween, mill foreman,* 331 *Missouri Avenue;* 22, *H. P. Campbell, trainmaster, Louisiana Avenue;* 23, *H. H. Story, brakeman,* 224 *Fifth Avenue;* 24, *C. B. Sauls, division storekeeper,* 827 *Delaware Avenue.*

How a Freight Conductor Sought Traffic

Impressions and Results of an Inexperienced Solicitor Prove We Have Service Well Worth Selling

By W. J. CALLAN,
Freight Conductor, Illinois Division

IN May, when our committee was appointed and I was made a lieutenant in the Illinois division organization to solicit traffic, I did not know exactly where to begin, not being familiar with this phase of railroading. To get myself started, I wrote personal letters to heads of firms who would be interested in a personal appeal of this nature from an employe in train service. One of my letters to a man of extensive properties, for example, read as follows:

"Knowing that you have an estate at Sarasota, Fla., I naturally assume that you need both freight and passenger train service. We run a through scheduled refrigerator car, fully iced, to Florida points several nights a week. This car is routed to Birmingham, Ala., via our lines, connecting at Albany, Ga., with the Atlantic Coast Line, and from Jacksonville, Fla., via the Seaboard Air Line.

"We need business, and as we have the best service in the world to sell, we would be pleased to make you a patron if you are not already one. Our passenger service to Florida points is unexcelled, and our on-time record is nearly 98 per cent, month after month, regardless of weather conditions.

An Investment in the Company

"It may appear odd to you that a freight conductor should solicit business for the Illinois Central Railroad Company, but as I have the equivalent of $20,000 invested in this company, figuring my wages as an investment at a certain rate of interest, it is proper that I ask you to help us with your patronage.

"The railroads of this country are in desperate straits, and no one knows it better than the employes. If you will favor me with an answer, and tell me that you or your friends can use our railroad, I will feel that I have done my duty as a faithful employe."

In answer, he promised to bear in mind that which I had written, and in checking up I have found that we have received much perishable loading from the vicinity of his Florida estate. In addition to this, the passenger department

W. J. Callan

benefited, as was attested in a recent letter to our president commending our service.

To be better able to converse with the heads of big business concerns, I enrolled for a course in salesmanship and public speaking. I have found, however, that business men have no time to listen to oratory or studied phrases of salesmanship. All they wish is that you be clear and concise, know your company and be honestly interested in its welfare.

Found a Firm Preventing Claims

As all freight business is in a sense seasonal, I started on LCL loading. I visited one of the largest wholesale mercantile houses in Chicago. In asking the vice-president for new business, I found it necessary to say that the wages of railway employes had been reduced 12 per cent as a measure of economy and that, to overcome this, we were soliciting to acquire a greater volume of traffic, to increase our earnings and to secure employes who receive a guaranteed or monthly salary against a further wage reduction. I told him also that the railroads returned to the shipper 2 cents

on every gross dollar earned in the payment of loss and damage freight claims, although the carrier as a rule uses ordinary care in handling shipments, that I thought it was due primarily to the fact that packages were not perfect or pilferage proof, were improperly weighed and marked, and that a loss of this nature was an unnecessary drain. My statement impressed this man, whose opinion in both business and civic matters is one of the most valued in Chicago, and he gave me twenty minutes of his valuable time, during which he showed me how his firm, at an initial cost of $25,000, had installed a system of sealing, marking and weighing cartons and boxes to make them as nearly perfect as possible and pilferage proof to the extent that any tampering will be easily detected.

Praise for Our Management

It surprised me so much to find at least one firm making an effort to avoid freight claims that I took our superintendent of stations and transfers to this firm. He was much pleased with the honest endeavor made by this concern to reduce claims, which are a loss both to the railroads and to the shipper, from the fact that the consignee is disgruntled when he receives a package broken or with contents imperfect, and it follows that he will buy from a firm which delivers his goods intact.

At the next wholesale concern I visited, the freight traffic manager said: "Yes, we feel friendly toward the Illinois Central for the splendid manner in which we were treated in regard to the Field Museum site. You certainly have a fine set of officials who meet every proposition fairly and squarely. I can truthfully say it is the most public-spirited railroad in the country."

I called on the vice-president of one of the largest coal-mining corporations in Chicago to increase, if possible, our loading 50 per cent from one of his mines, so it would be possible to run a full train each day, instead of using the thirty cars we were receiving as a fill-out. When I told this man my occupation and mission, he did not answer for what seemed to me about a minute. During this time he was gazing at me intently. A man of his caliber can see a proposition from many angles, as he is a graduate of the college where result-getters are produced and where mnemonics heads the curriculum. You know the college I mean—Hard Knocks!

Some Thoughts and Explanations

While he was looking at me, I figured the following thoughts were in his mind: "This is splendid, to think Illinois Central employes help their company on their own time. Wish ours would, instead of watching the clock as they would the face of a dying friend, without thought of wasted time." Also: "I read that railroads and their employes are about ready to fly at each other. Didn't someone tell me Messrs. Hocus, Pocus and Buncombe appeared before the Interstate Commerce Commission and made general charges of railway mismanagement?" The first thought was correct. The second might be applicable to some railway employes. The third does not apply to the relations of Illinois Central men and their employers. The fourth I could explain to him thoroughly. Mr. Buncombe has retracted any statement that was made by Mr. Hocus in which it was intimated, by general charges, that the Illinois Central was mismanaged. The head of one of the labor orders has also expressed a feeling of confidence in our management, but he did, however, accuse me of everything from mayhem to murder when I questioned his right to allow defamation of our company.

After thinking these thoughts, this mining authority opened up, just like a new book, right in the center, and explained he could not increase the loading as requested, since a competitive railroad bought its coal from his concern. He said: "If you will get your company to sell me its mine, I can assure you of much more business." In other words, he practically made me his emissary in a deal that would involve from five to eight million dollars. I am pointing this out to show employes that business men have confidence in our effort to help our employers. So that my visit would not be fruitless, he gave me all his miscellaneous business from southern mines.

Met One Disgusted Patron

About this time I was getting extremely proud of our company and its personnel, and I told one of our general officers that I had been soliciting freight and passenger business for four months and had not heard one word of complaint, nothing but praise. This statement was premature, as my next solicitation proved.

I visited a firm of lumber brokers, asked for their patronage, and received the following answer: "No, I will not patronize the Illinois Central. I am diverting all my cars to other lines." Of course I asked him why. His answer was: "Just pick up that telephone, call

a certain office, give a fictitious car initial and number and see what treatment or abuse you receive." I didn't do as he requested, because I was afraid I might be convinced. This man could not have hurt me more had he pushed me through the window. When I thought that a railway employe whose duties were no more arduous than to shove a lead pencil and talk pleasantly over the telephone could be the means of losing more business in one minute's abuse of patrons than our committee could acquire in a week, I was certainly disappointed. However, one man-failure in 60,000 makes our batting average high still. When our general agent heard of this case, he assured me that this firm would be our friends within ten days.

Easy to Get New Passengers

The passenger end of our business is so excellent that employes should experience no trouble in acquiring many new patrons. When it is generally known that the Illinois Central runs numerous trains that would on other railroads be called "de luxe" or "extra fare trains" without additional cost to travelers and that we are repaid by the unstinted praise of all who use this service, we will need extra trains, instead of extra fares.

In conclusion I can say to all employes that each one is a latent solicitor. To give all an incentive to acquire business and to make the dollar a railroad earns of more value, I will explain where it goes. At present the Class I railway dollar is described as being divided as follows:

59.9 cents for labor.
17.3 cents for material and supplies.
10.9 cents for fuel.
4.5 cents for taxes.
2.4 cents for depreciation.
2.0 cents for losses.
1.0 cent for equipment hire.
1.0 cent for injury to persons and insurance.

99.0 cents total expenses.

A total of 99 cents is expended out of the dollar received. If each of our 60,000 employes would strive for just one additional load or another passenger, we would make the railway dollar mean a great deal more than 1 cent.

Illinois Central Was Alert at Kentucky Fire

A disastrous fire endangered the existence of Sturgis, Ky., March 29. That the Illinois Central was willing to do its share in fighting the fire is proved by the following letter written to J. S. Berry, our agent at Sturgis, by Mayor J. J. Martin:

"I take this means of expressing to you the deep appreciation of all of the people of Sturgis in the prompt action which you took in supplying a locomotive and cars for the transportation of the Morganfield fire department to Sturgis at a time when it appeared that the business section of our city was doomed.

"Had not Providence taken a hand in our salvation by keeping the breeze in one constant direction, still we would not have despaired, because just twelve minutes after you saw the situation a locomotive was being backed up to a flat car in the county seat and twenty-one minutes after the appeal had been made the great Illinois Central System had the Morganfield department whirling to our rescue.

"This action will not be forgotten by our people."

Mr. Berry, on behalf of the Illinois Central, acknowledged receipt of the letter and assured Mr. Martin of the Illinois Central's continued willingness to serve the people of Sturgis.

The Sturgis *News-Democrat,* in its issue of March 30, had the following to say in its account of the fire:

"At a time when it appeared as if the town was doomed, Agent John S. Berry of the Illinois Central secured an engine from a work train some place along the line, and an appeal was made to the Morganfield fire department for succor. The Morganfield boys responded with alacrity, and just twenty-two minutes after Berry called the Morganfield apparatus was on a flat car and ready to come. Mr. Berry stopped the train at DeKoven and sent it back, however, as by that time a turn had been made for the better and the Sturgis Dry Goods Company and the West Kentucky store and office building were regarded as safe.

"However, the people of Sturgis appreciate the promptness with which the response was made by the county capital and also by the Illinois Central and never will it pass from their memory."

Studied the Recent High Water Situation

Experiences and Conclusions of a Division Officer Show That Danger Is Often Greatly Overestimated

By J. M. HOAR,
Assistant Engineer, Tennessee Division

RECENT reports of high water on the division and of levee conditions caused undue alarm on account of being misunderstood.

The 48.53 miles of Chicago, Memphis & Gulf Railroad that the Tennessee division fell heir to in 1913 is the connecting link through the Mississippi Delta between Dyersburg, Tenn., and Hickman, Ky. The line is built through the flat bottom lands of the Obion and Mississippi rivers on a very flat gradient and a number of light curves.

The elevation above sea level of the whole line averages about 290 feet; so a river gauge reading at Cairo, Ill., of 56.4 feet, which is equivalent to 322 feet above sea level, puts sufficient water between the levees of the Mississippi River to stand on the outside of it about ten feet above the rail.

All of the land and the C., M. & G. Railroad between Hickman, Ky., and Tiptonville, Tenn., are protected by a levee built by the Reelfoot Levee District of Fulton County, Kentucky, which has a stretch of nineteen miles with its bends along the river extending from the foothills at Hickman to the Kentucky-Tennessee state line, and by a levee constructed under the Reelfoot Levee District of Lake County, Tennessee, from the Kentucky-Tennessee state line to the high ground opposite Proctor City, on the railroad. All of this portion of the railroad is subject to inundation at times when these levees fail.

Bad Washout Conditions in 1912

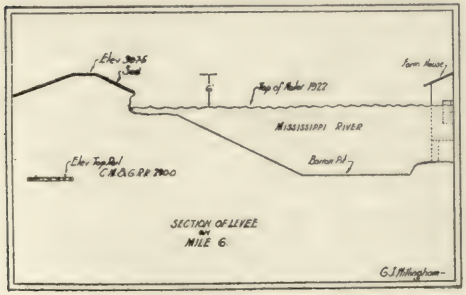
In 1912 the levee gave way seven miles below Hickman, and the waters of the Mississippi ran across the bottom lands in the lowest places, causing great damage in its path by washing the soil from the surface of the ground and taking the railway track to the nearest woods; in many places it leveled the embankment to conform to the rest of the bottom land. At the time of this break, the C., M. & G. was operating under its own local officials, and their means of protecting were limited; so practically no work was done to hold the track in place.

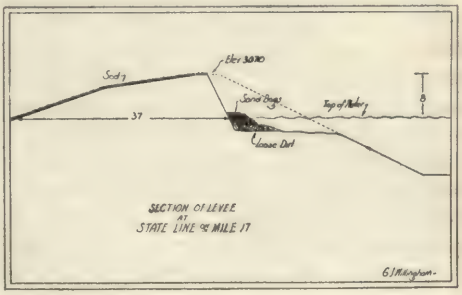
Patrolling the Levee

The present season's continued high stage of the river caused some intense interest in the patrolling of the levee, and a watchman was located every two miles with orders to patrol his particular beat. The levee is under direct supervision of the Reelfoot Levee Commission, with Captain H. Slade as government engineer in general charge.

Report of Danger on March 20

By the middle of March, this year, the river had reached a stage that caused more or less uneasiness for the safety of property behind the levee, and the water was gradually getting up into the ballast on the lower end of the C., M.





& G. Monday, March 20, at 5 p. m., a report came by long distance telephone from the upper end of the branch that the levee was breaking off from wave wash at the state line and that in places the levee had broken fourteen feet into the bank for a distance of 200 to 300 feet in a stretch. We had decided not to lose the railroad if it was possible to prevent it; we planned immediately to anchor the track by staking it every two or three rail lengths with 8-foot ties driven down on each side of a tie and spiked together with an angle bar across the top of the ties in the track.

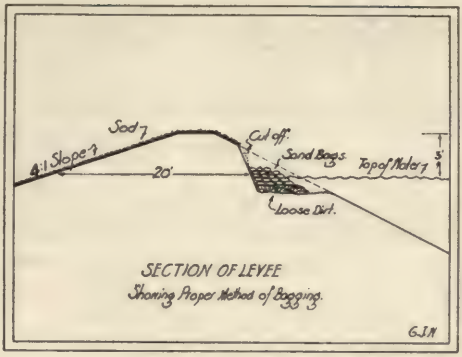
The report sounded serious, and Superintendent Young instructed me to clear for Hickman immediately, obtain horses, make an inspection of the levee that night, give a report as to the weakest spots in the levee and advise as to the points on the C., M. & G. where the water would first hit, so that the staking could be done at this point first.

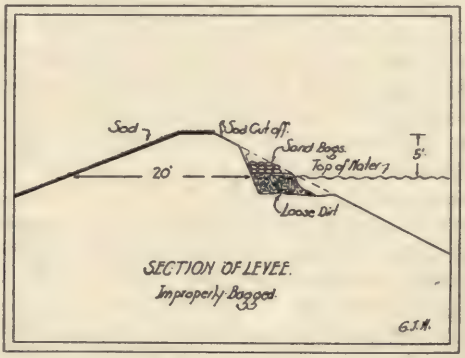
The pile-driver gang, which had been doing high water work at Wickliffe, was moved to Dyersburg, an extra driver was obtained from the Memphis division, and both were on the C., M. & G. at Tiptonville the morning of the 21st, ready to begin anchoring the track.

Had to Give Up Night Trip

Saddle horses are not to be had in Hickman for rent, but I arranged to borrow two for myself and Rodman Willingham, so that the report of the first dangerous place found could be sent to the nearest telephone and the inspection could be continued without delay. The night was dark and cold, but the trip down the levee was arranged. As we were about to get on our way, we were prevented from continuing by the secretary of the levee board, who advised us that the guards, located at intervals of two miles, were instructed to permit no one to travel the levee. The government engineer felt that it would not be safe to undertake the trip with such orders in the hands of the guards but promised to furnish a permit for the railway men to ride the levee in daylight, so the night trip on top of the levee was abandoned.

When this permit was granted it read as follows: "To Fulton County Levee Foreman and Watchmen: These two gentlemen, the bearers of this permit, are representatives of the Illinois Central Railroad Company, and are on business connected with the levee, and have permission from the Levee Board to ride horseback on top of the levee from Hickman, Ky., to the state line, this day only." This limited us to one day only, and, as there was a 42-mile



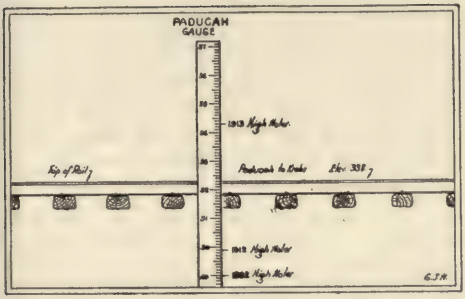


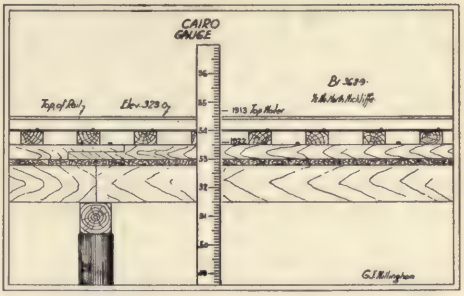
round trip to make, which is a long jaunt for any saddle horse, not taking into consideration the rider, it was considered advisable to work out some other means of more rapid travel by which the inspection could be made, and a report sent to headquarters as early as possible the same day. A motor boat was then obtained, with a skipper who had never been farther than eight miles below Hickman, while the inspection was to cover twenty-nine miles. But he consented to go if I knew the way.

A Trip on the Mississippi

The trip was made along the outside of the levee on the Mississippi River, following the borrow pits, dodging stumps and willows, riding the waves driven across a 7-mile river by a northwest gale of about forty miles an hour. Where cave-ins were found, we landed, made a minute inspection of each place and measurements of the lengths of the caves, the amount of levee still standing and a careful inspection of the levee for a distance of several hundred feet up and down stream from the bad spot with an observation as to the amount of seepage coming through the levee and the number of feet of water standing above the natural ground behind the protection.

At 2:30 p. m., March 21, the entire line had been given a thorough inspection and a report





dispatched to the superintendent from Phillippy, Tenn., about five miles (air line) from the levee and about seven miles by the mud and horse swimming route, which was the only one available. The earlier danger reports that were telephoned to Mr. Young were found to be practically correct as to the amount of levee that had caved off in the different places, but they failed to indicate the amount of levee that was still left in these places, which could be protected from further wash by sand-bagging.

Eating and Sleeping on Board

The accompanying sketches show conditions at these places, the shape of the cave-ins, the method of protection, the height of the water on the river side that was pressing against the levee and its height as compared with the surface of the railroad at the point where the water would have crossed had the levee failed. The sketches should also show those not familiar with conditions that some reports which made things appear to be in a very serious condition did not really indicate immediate trouble. A round-trip inspection of the levee was made on Tuesday, Wednesday, Thursday and Friday, sometimes by day and sometimes by night, and, while more or less uncomfortable at times, the trips were blessed with the advantages that few expeditions carry with them, in that we had our own dining car and sleeping quarters on board.

All that was necessary when one of the party got hungry was to reach in his pocket and get a sandwich, and when he found it necessary to sleep he had only to stretch out in the boat with his arm for a pillow and get such rest as his position would permit.

The high water condition, while not altogether safe, was not serious, and anchoring the track was continued with the two pile-drivers.

Third Work Train Necessary

The portion of the C., M. & G. below Tiptonville is not protected by any levee, and the back waters from the river continued to lap up into the ties, making it necessary to sandbag in many places for stretches of one-fourth to one-half mile. The work necessitated a third work train with a night and day force, which gave Supervisor P. H. Croft a novel experience soon after he assumed the duties of his new position. B. & B. Supervisor Hubbard was on the job with Croft.

This 1922 river stage reached 53.6 on the

A Street Scene in Hickman, Ky.

Cairo gauge, which was 1 1/10 feet below the stage reached in 1913. While the water lapped the "mile bridge" north of Wickliffe, Ky., it produced two feet higher water at Hickman than in 1913. The main business street of Hickman, which is not protected by levee, was from two to three feet deep in water, many of the business houses being flooded from six inches to two feet deep. The cause of this additional water stage at Hickman and vicinity is attributed to the fact that much levee has been completed on the Missouri side of the river since 1913, and the volume of water was confined between these levees.

The Tennessee division is vitally affected by a 56-foot stage of the Mississippi River from Ballard Junction, Ky., to Wickliffe, Ky., and on the entire C., M. & G.; we have four miles between Paducah and Krebs, Ky., which need constant attention to hold together at a 51-foot stage of the Ohio River at Paducah, so that about every two or three years the men are given high water protection practice.

Lots of Preparation for Trouble

To give some idea as to the number of men used and the amount of material, I will say that the government had about 300 men and 90,000 sacks on hand between Hickman and Tiptonville; and there were 40,000 sacks on the C., M. & G., with three work trains, and one work train, 100 men and 25,000 sacks were on the track between Wickliffe and East Cairo.

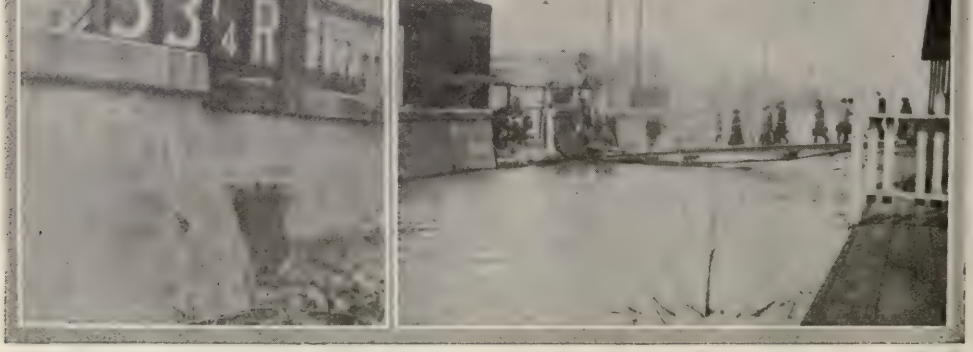
Reports of levee conditions should be carefully censored before being permitted to go out, as the effect on the plantation tenants living behind the levees is disastrous. In many cases rumors cause packing up and moving of families and household goods, while no necessity of their being subjected to the moving expense is really justified. This, of course, disorganizes the arrangements of the planters for the oncoming year also.

Of course, the stage of the river this year necessitated many families' moving from their homes outside of the levees, and many dwellings were passed on our motor boat trips where the water of the Mississippi was up to or near the eaves of the building, and maybe a cat or a few chickens were still occuping the high spots to keep out of the flood. In numerous cases, we ran over farm fences and in some cases over the tops of the outbuildings in a farmer's yard.

Some High Water Scenes at Cairo, Ill.

Cairo, Ill., situated as it is at the junction of the Mississippi and Ohio rivers, is one of the cities on the Illinois Central that is likely to experience flood conditions if there are any to be found in the country. This year has been no exception to the rule, and the last weeks of March and the first weeks of April have found that city with water on two sides of it higher than the street level, but kept out by an excellently developed system of levees.

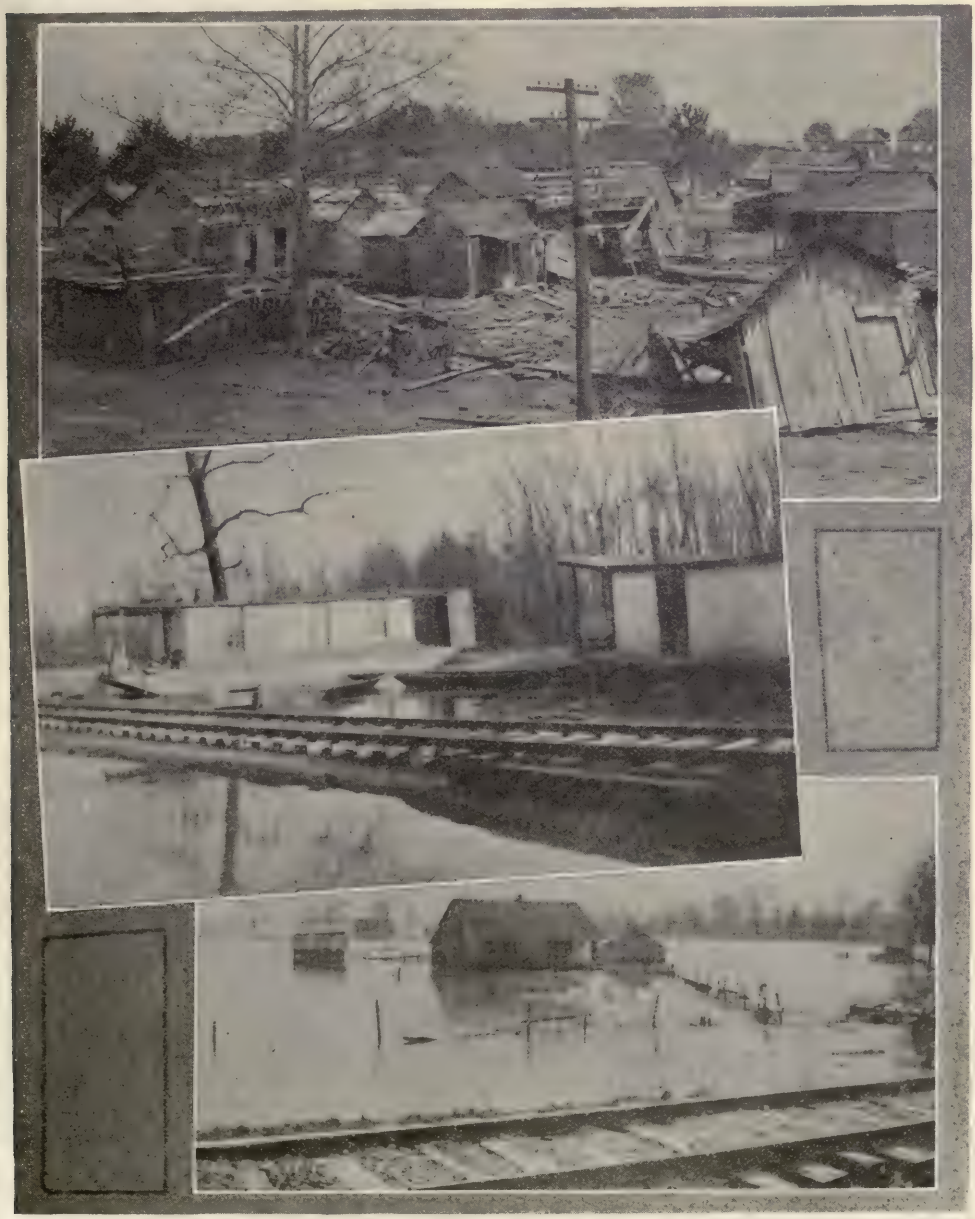
At the normal stages of the rivers, Cairo is not far above the water level. Like New Or-



The Stage at Cairo in March; Going Downhill Off a Boat

leans, Cairo is a city without graves, as holes dug in the ground will fill with seepage water. New Orleans solves the problem by burying in vaults above the ground, and Cairo works it out by having cemeteries a good many miles from the city, on the higher ground well away from the rivers. Villa Ridge Cemetery, on the Illinois Central lines, is one of Cairo's burying grounds. Most of the funerals at present are by motor car to these distant cemeteries, but in the old days the Illinois Central had a fixed price for special funeral trains, and such funerals by rail were of almost daily occurrence.

The Illinois Central tracks circle Cairo on the levees, and consequently nearly all the flood pictures at Cairo include Illinois Central scenes. The pictures shown herewith, taken



At Cairo, Ill. Top, ruins of Future City in 1913; *center and bottom, views in March,* 1922, *along Illinois Central tracks on levee*

A Boat Beside Our Tracks

Water Higher Than Our Tracks

in March this year, are no exception to this rule. The water this year did not rise to the height of the celebrated 1913 flood, but it managed to cut off, to a considerable extent, highway communication with Cairo and to emphasize the value of the levees to that city.

A Ferry Boat at Flood Time

THE LOCAL TRAIN

Who has not heard of the Local Train
That runs without fail every day?
In all kinds of weather, in sunshine or rain,
You will meet with her on the way.
From the dawn of the day till it draws to a close,
'Mid the fierce summer heat and the cold winter snows,
They must work till the sweat falls in drops from their nose,
The Crew of the Local Train.

The switching is tough on the Local Train;
There are cars to dig out or place,
Till the "list man" at times has a storm of the brain,
And swears till he's black in the face.
He rushes around like a wampus cat;
He waves with his arms and swings his old hat,
Till he looks like a clown or an acrobat,
While switching the Local Train.

The Crew works hard on the Local Train;
From the cars to the depot and back
They must hustle the freight till the heavy strain
Makes them feel like a man on the rack.
And when hides are to load, there's the deuce to pay,
For their sweet perfume makes the girls all say
They can easily smell, half a block away,
The Crew of the Local Train.

The farmers are fond of the Local Train;
They watch, with a pleasant grin,
When we pick up their shipments of stock or grain;
Then the money comes rolling in.
And the Local Train is a friend indeed;
It brings them implements, clothes and seed;
And everything else that the farmers need
Is shipped on the Local Train.

Then here is success to the Local Train;
May the Engineer, Captain and Crew
Be blessed with good health and an active brain
For the work that they have to do.
And when at last their promotion is won,
With a record that shows that their work is well done,
On the varnished cars may they get a soft run—
The Crew of the Local Train.

—Sent in by A. M. STEWART, *Locomotive Engineer, Louisiana Division.*

His Business Meets Problems Like Ours

C. A. Morris, Rotary Club President of Waterloo, Iowa, Finds Service Sells Motor Cars as Well as Traffic

THE problems of selling transportation are much alike, regardless of the kind of transportation you have to offer. The matter resolves itself into a question of service—the day-in-and-day-out kind, without trouble or delay—above all, transportation service that can be depended upon. That is what the Illinois Central, for example, strives to accomplish, and its patrons, who are the final judges, are daily in greater numbers placing the stamp of approval on the service rendered.

There is a striking analogy to the success of the huge Illinois Central System in a man out in Iowa, a continuous patron of the road for more than twelve years and, what is more, a firm friend of the road in all its branches. His relations with the company might be taken as representative of thousands of the road's patrons, and he is a concrete example of the many friends the system has made through its service and good will. His success in his business is due almost entirely to the same factor that the Illinois Central has continually striven to impress upon its men—that factor is service.

This little story is not merely to relate incidents in connection with a pleased customer of the Illinois Central, but rather to show that service, honestly given, and the cumulative reputation for service, can only result in success to the individual, to the organization of which he may be a part, or to both.

He, Too, Sells Transportation

The comparison between this man, an individual, and the Illinois Central, an organization of thousands of persons, is brought closer home by the fact that he, too, sells transportation and sells it successfully through constantly giving his utmost in service to those who call upon him. This man is C. A. Morris, owner of the Morris Motor Car Company, Waterloo, Iowa, whose only stock in trade is dependable transportation in the form of automobiles. The Illinois Central sells mass transportation; Mr. Morris, individual; and there are many points in common.

The Illinois Central might have the largest locomotives, the best equipped freight cars and the most comfortable passenger coaches in the country, but without an organization of men dedicated to render true service in connection with them all this fine equipment would rust in the yards for lack of patronage. What would pre-eminence in equipment matter if freight were delayed or mishandled, passenger trains late and employes unwilling? Likewise, Mr. Morris, although the distributor of a fine

Mr. Morris' Establishment at Waterloo

car, would find his product of little value and without a market unless his reputation assured his customers that day in and day out the car purchased from him would function satisfactorily, even if Mr. Morris himself should be called from his midnight bed to render prompt assistance in an emergency. (And this has actually been the case!)

More than mere garage equipment and competent mechanics are needed to give the service Mr. Morris believes his patrons are entitled to. More than mere rolling stock, upholstered cushions and smooth roadbeds are required to render true service to the railroad's customers. Were it not for the assurance of service, it is just as likely that Mr. Morris' new cars would be gathering dust in the salesroom instead of furnishing private transportation over the streets and highways of all Northeastern Iowa.

Started at Bottom of Ladder

Every man on the Illinois Central System can take a lesson from the success of the 34-year-old Waterloo business man. His life has been dedicated to selling transportation, but it has been with the addition of service to the actual goods sold. No section hand started in more humble circumstances than this automobile distributor, for he began at the bottom of the well-known ladder in the assembly department of a motor car company in Detroit, in 1905, at the age of 18. His soubriquet there was "Kid," and he is still "Kid" to the older officials of the factory, although now one of the factory's hundred prosperous distributors in the country.

Mechanically inclined, he worked his way through the shops and was graduated to road tester. Then he was called to Buffalo and New York as an expert on the company's motors. His belief in the future of individual transportation finally became so great that he determined to sell it. Beginning at Cleveland, Ohio, he soon became a star salesman. With his selling ability recognized, he asked for and received the distributing agency in Waterloo in 1910, and Waterloo has been the seat of his subsequent success.

As he had learned that mere ability to sell would never carry with it increasingly substantial returns, he founded his business on the maxim: "Service first and sales will follow." This is a truth applicable to all businesses, and the Illinois Central also, because of its long recognition of the principle, can count itself today among the strongest financially in the world.

A Steady Illinois Central Patron

Mr. Morris recalls that his first carload of automobiles came into Waterloo over the Illinois Central. (And they have been coming that way ever since!) When he arrived in town himself, a mere youth with but a few dollars in his pocket—his only capital outside of a boundless amount of confidence and courage—he convinced a local banker that he was in town to stay and promptly borrowed $10,000 to get his automobiles out of the railway cars so that he could begin disposing of them, for then automobiles were shipped on sight draft, as now. During his first three months in Waterloo he sold fifty motor cars through his energy, and within a few years it was found that the little 40-by-70 converted store building was too small for the demands of careful maintenance. So a new site was purchased and a modern garage built which, with additions, now covers nearly half a city block. The business that started with nothing but a good product, accompanied by accommodating service to patrons, now could not be duplicated for half a million dollars.

The service mentioned in this article as applying to Mr. Morris is not the service that is bought and paid for—not merely the delegating of a mechanic to go over a customer's car—it is the service that works through the efforts of Mr. Morris to have every patron pleased; to have every owner obtain the utmost from his private transportation system; to assure future owners that, when they accept his product, it will be maintained for the good of the customer, not merely for the mercenary gain of the company; in short, to give the customer just a little more than the steel, rubber and leather he actually pays for.

Mr. Morris' daily round of service does not wholly confine itself to the business he owns. When his office door closes in the evening he is often just beginning another day's work. He is an active participant in every civic cause, is an officer in most of the civic bodies, and, last but not least, is president of the Waterloo Rotary Club, whose motto he has apparently taken for his own: "Service—Not Self."

TO BUILD AT WEST FRANKFORT

Plans have been made for the erection of a 5-story Masonic temple at West Frankfort, Ill. The building is estimated to cost $150,000.

Memphis to Celebrate Opening of Viaduct

McLemore Avenue Structure Over Our Tracks Marks an Advance in Affairs of Important District

SATURDAY, June 10, is expected to be one of the biggest days in the history of the South Side of Memphis, Tenn., as on that date there will come to a climax the celebration of the opening to traffic of the McLemore Avenue viaduct over the Illinois Central tracks. The building of this viaduct, spanning the tracks at South Yards, has eliminated a dangerous grade crossing which had been a hindrance to the development of that part of Memphis for many years, and the consequent celebration is expected to be a big affair.

It is planned to give the entire week of June 5-10 to the celebration, with at least one big feature event for each day. The formal opening of the viaduct will be on Saturday. Gaston Park and the great concrete viaduct itself will be the scene of the festivity. Several bands will furnish music for the dancing and merrymaking which will take place upon the viaduct. A chorus of 3,000 school children from public schools in the vicinity is being organized to take part. A program of amateur and professional vaudeville is being booked.

Parade to Be Held June 10

A big parade on the closing day will be one feature of the entertainment. Every civic organization in the city is expected to assist in the celebration. Speakers of national reputation have been invited. In addition, there will be speeches by city officials and representatives of the Illinois Central System, the Memphis street car company the South Memphis Business Men's Club and other civic organizations.

An industrial exhibit also is included in the plans. Particular importance is attached to an exhibit of things made in South Memphis. Booth space is being sold on the viaduct itself, and it is expected that both sides of it will be lined with exhibits and concessions when the celebration begins.

Every department of the city government will be represented in the parade on the closing day of the celebration. Mounted police will head the procession, and the line of march will include detachments of the police, the fire department, the fire-fighting equipment of the city and much of the equipment owned by the various departments which the public never before has had an opportunity to see assembled. Three thousand school children will march, and floats will be entered by many of the organizations of the South Side.

Campaign in Progress for Queen

There will be a queen of the viaduct celebration, and a contest is now in progress, through the columns of the Memphis *News Scimitar,* for the selection by popular vote of the most popular girl in South Memphis to take the part as the queen. Entered in this contest are two young women who are employed by the company and who are receiving the unqualified support of the Memphis employes of the Illinois Central System. One of the young

General View of the McLemore Avenue Viaduct

Miss Mary McHugh

women in question is Miss Mary McHugh, daughter of Peter J. McHugh, who has been connected with the Illinois Central for thirty-six years and who has been with the special agent's department at Memphis for twenty-five years. Miss McHugh is employed in the office of Terminal Superintendent E. Bodamer. The other young woman is Miss Fannie Lee Simpson, employed as operator on the Memphis division at Lula, Miss.

In view of the fact that the Illinois Central System has contributed a great amount of money for the erection of this viaduct, it is felt by the employes that it would be fitting for one of the young women who are employed by the company to be elected as queen of the celebration.

Viaduct Means Much to City

The value of the viaduct to Memphis is hard to estimate. According to the *News Scimitar*, "This 1,100-foot concrete span, South Siders confidently believe, is ultimately to bear the heaviest east and west traffic in the city. Magnolia, Glenview and other rapidly growing subdivisions will have direct street car service to the Memphis business district and to the various industrial sections without the annoying delays and transfers now required.

"All these subdivisions will be within ten minutes of the Grand Central and Union passenger stations. The viaduct will permit the redistricting of the schools to the advantage of the whole community. The fire departments of South Memphis will be able to cooperate as one unit, where now concerted action is almost impossible on account of the break at McLemore Avenue."

Why Viaduct Was Needed

The street, before the viaduct construction was started, was only 25 feet wide, with steep slopes down to the track level; because of buildings located along each side, it formed a rather dangerous grade crossing. There were three main tracks and five switching tracks across the street. The nature of the crossing at McLemore Avenue and the absence of any other satisfactory crossing in that territory combined to restrict the development of that portion of the city lying west of the railway tracks.

The question of eliminating the grade crossing at McLemore Avenue, by the construction of a viaduct to carry the street over the tracks of the Illinois Central and Yazoo & Mississippi Valley, was discussed as early as 1903. Nego-

Miss Fannie Lee Simpson

tiations between the city and the railway companies were carried on from time to time until the beginning of the war, when conditions made it impracticable to consider an expenditure of the magnitude which this would require.

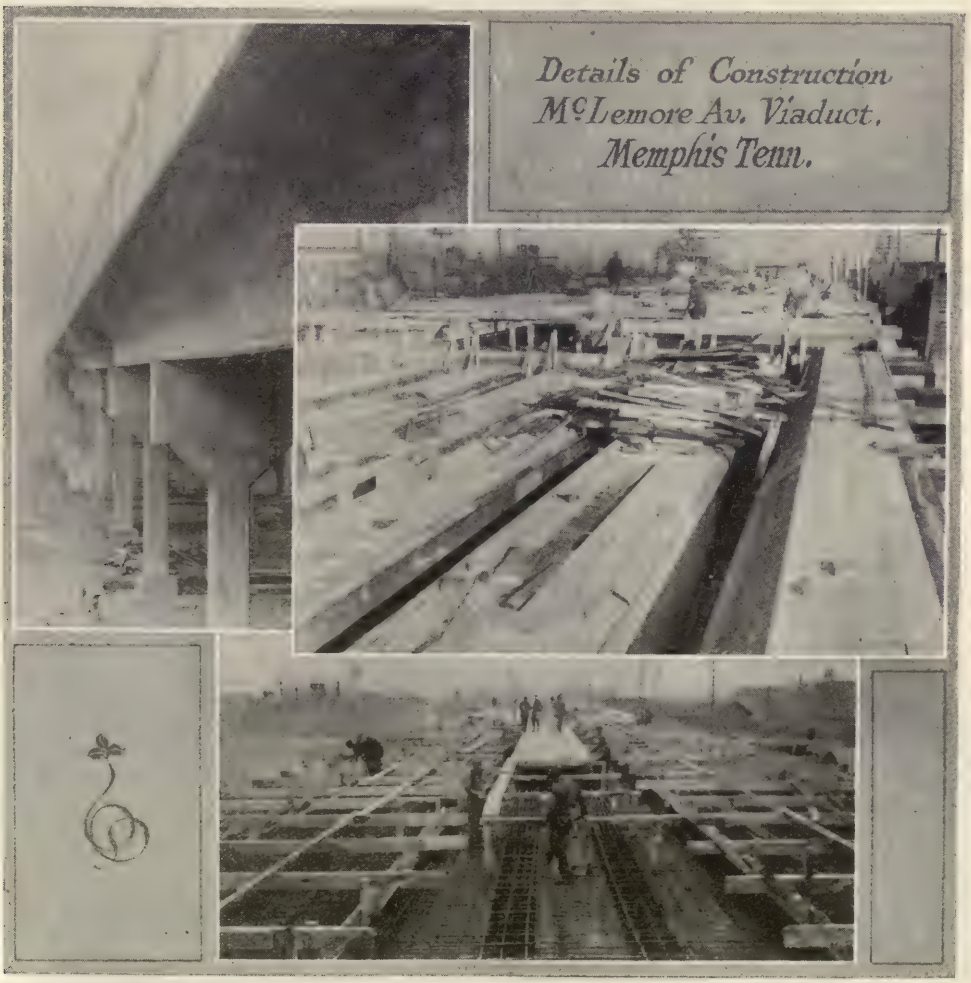
Early in 1919 the matter of grade separation was revived, with a view to having things in readiness to start the work as soon as business conditions would warrant. This led to a complete agreement for the construction of a viaduct in September, 1920, this being covered by a city ordinance accepted by the railway companies and passed in November, 1920.

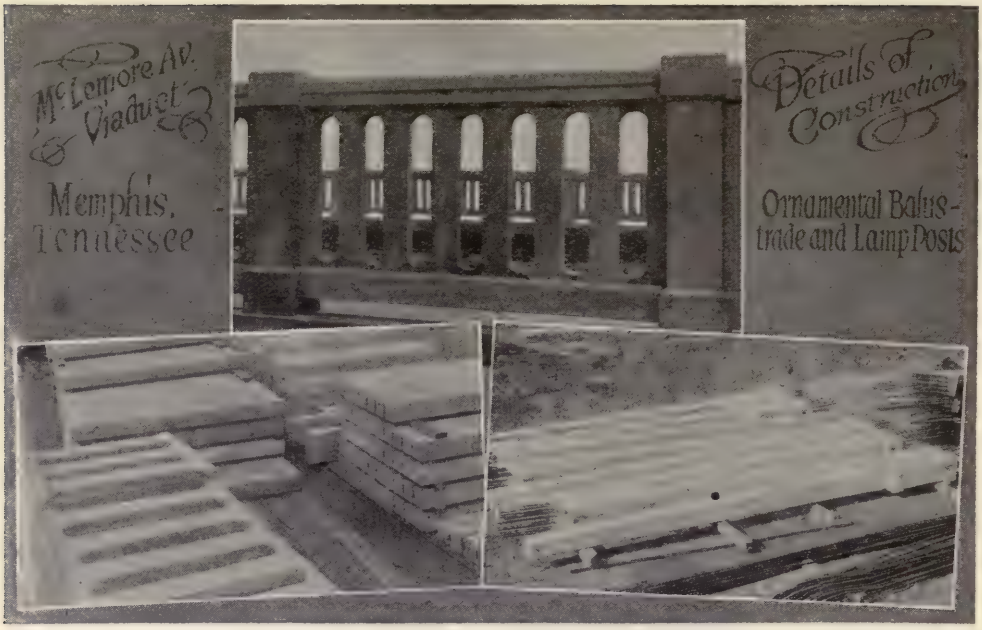
Details of the Construction

This ordinance provided for the construction of a viaduct, describing it in a general way, and provided for the distribution of the cost between the railway companies and the city of Memphis.

The structure has a total width of fifty feet, the roadway being forty feet wide between curbs with a 5-foot sidewalk on each side. Along the outside of each sidewalk there is an artistic hand rail, with a combination lighting and trolley post rising from this railing. The entire viaduct structure is built of reinforced concrete. The approaches consist of retaining walls filled in with earth. Along the south side of the viaduct at each end are inclined approaches leading from the street level to the level of the railway tracks, in order to provide access to property located at the elevation of the tracks. Near the center of the viaduct are two stairways, one on each side, leading from the sidewalks on the viaduct to the ground level.

The viaduct is designed in accordance with the most modern practice, provision being made for two street car tracks in the center of the





roadway. The total length, from end to end of the approaches, is 1,134 feet, and the distance from face to face of abutments, which is the total length of the bridge structure, is 867 feet.

At the time the agreement was made with the city of Memphis, it was estimated that the entire project would cost about $385,000.

Cost Divided With the City

Under the terms of the ordinance, the railway companies constructed the main portion of the viaduct and part of the approaches, with the exception of the asphalt pavement. This cost, together with that of the remainder of the approaches, the acquisition of property for the widening of the street and certain other costs, was borne by the city of Memphis. The agreement divided these costs, as estimated at the time, on the basis of approximately 50 per cent to the railway companies and 50 per cent to the city.

The design of the viaduct and all of the detailed plans were prepared in the bridge department of the railway companies and were approved by the city engineer of Memphis before construction was started.

The ordinance provided that construction work should be started on April 1, 1921, and on that date the excavating of the first material was made the occasion of a celebration on the part of the city officials, the South Memphis Business Men's Club and the railroads. Mayor Payne of Memphis removed the first spadeful of dirt.

The contract for the railway companies' portion of the work was awarded to the Unit Construction Company of St. Louis, Mo., which started on the masonry work in the latter part of May.

THE BUSIEST TERMINAL

The Melbourne (Australia) Central station is the busiest railway terminal in the world, according to the contention advanced by the Victorian Railway authorities, who say that more trains are handled there daily than at any of the other large stations.

In 1913 a count showed that 1,377 passenger, 114 freight trains, and 176 switch engines passed through the Melbourne station, and recent electrification has raised the total number of trains to 1,500 daily. These carry at least 200,000 passengers, it is said.

Previous to the war, the Liverpool street station in London was regarded as the busiest in the world, with 1,320 passenger trains, carrying between 180,000 and 190,000 persons, daily.

The Victorian authorities contend that the Melbourne station handles more trains and more passengers than the St. Lazare station in France, the South Boston station in Boston or the Grand Central terminal in New York City.

Editorial

OWNING A HOME

There is a lot of solid contentment in owning a home. A family which breaks over from the renting class into the home-owning class finds itself embarked upon a second honeymoon; every hour invested in developing and making more beautiful the spot about which the life of the family centers is a pleasure which the renter never enjoys. In the world outside a person is forced to respect the conventions of society, to do a lot of things simply because they are done, while the home is a place for the development of self-expression. You can make mistakes in judging men by the clothes they wear, or the company they keep, but you make few mistakes in judging a man by the home he has—provided, of course you are a good judge of real values.

Owning a home gives the family a feeling of security. It is more valuable than a comfortable balance in the bank; it is the ownership of something which has more value than money. Did you ever see a real home that wasn't worth a great deal more than it cost?

In the pioneer days of railroading the railroader was a nomad. He followed the will o' the wisp, and that elusive creature was always just out of reach. Railroading attracted the youngster who was bitten with restlessness; men followed the game because it was absorbing and often because it gave them the opportunity to forget something they wanted to forget. And so the pioneer railroader wasn't the substantial, home-owning sort of fellow that we find today.

The *Illinois Central Magazine* is publishing a series of articles about employes who own their own homes. At Centralia, at Paducah, at McComb and elsewhere, Illinois Central System employes are the solid, substantial sort of citizens who give wealth to a community. A goodly share of them own their homes. More of them are going to be home owners as the days go by.

We hope that our articles will serve as an inspiration to employes who are not home owners; that they will be led to consider the question seriously, to make and carry out plans. There is no question that the man who owns his home is thereby a better citizen, a better employe, a happier man.

After all, most of the excuses offered for not owning a home are insignificant when a person gets down to brass tacks. Many of the home owners the magazine has found are employes who made a small beginning, paid down a small sum, and have found themselves able to pay out on their investments in monthly payments which are not much greater than others in similar circumstances pay for rent.

The magazine wants to get some interesting stories about how employes found their way into home owning. Your own personal experience may help someone else to find a way.

NO "CURT" IN "COURTESY"

One of our freight conductors, soliciting traffic, had become prouder than ever of the Illinois Central System by reason of the unanimously good opinion expressed by business men he interviewed, he writes in this issue of our magazine. But pride went before a fall, he continues, for on one occasion he was most unpleasantly disappointed to find that the business of a certain company had been diverted entirely from our lines. The cause was discourtesy shown by a clerk whose duty it was to give information over the telephone.

"That business man could not have hurt me more had he pushed me out of the window," our contributor writes, and he goes on to point out how few such exceptions are among our 60,000 employes.

The pitiful thing about it, however, is the fact that one man tearing down our reputation and running business away from us can offset the work of a hundred building up our reputation and winning business away from our competitors. It is traditionally easier to tear down than to build. What that telephone-misusing clerk cost the company may never be accurately figured in dollars and cents, but it is certain that his salary was the smallest part of it. As a matter of fact, he owes the company money.

Theoretically, business follows the path of efficiency, but actually it is influenced, five times

out of ten, by factors that have little to do with efficiency. Even today, friendship swings business deals that cold statistics couldn't begin to touch. "Well, X—— isn't the lowest bidder, but we can rely on him and he is a good fellow to do business with," is the argument often heard, and X—— gets the contract.

The maxim that has been the making of some of our greatest business houses, notably the huge department stores, is this: "The customer is always right." With a few slight reservations, that maxim will do well for railway business.

Courtesy is an investment in freindship, and the interest is in dollars and cents.

TRIAL BY JURY

The jury system is a great institution. It represents a first principle in personal rights, and it comes to us clothed with a wealth of tradition extending back into the beginnings of the Anglo-Saxon race. It has had ages of actual use in the courts. Juries, like all things human, are subject to error, but in the great majority of cases the jury system is a means of administering justice. It is to be regretted, however, that jurors sometimes permit their prejudices, passions, and sympathies to overcome their sense of justice, and by their verdicts challenge the jury system as a means of the administration of justice.

These observations are prompted by the case of John Tossine, an Illinois coal miner, whose damage suit for $50,000 against the Director General of Railroads and the Illinois Central was recently re-tried in the courts at St. Paul. The case is reviewed on pages 26 to 29.

The first trial, before a jury of twelve men, resulted in a verdict of $35,000 against the Director General and the Illinois Central. A new trial was granted in the case against the government because it was found that two witnesses who had testified for Tossine had not seen the accident and had given manufactured testimony. On the second trial, which was before a jury of eight women and four men, a verdict was brought in exonerating the Director General of any blame for the unfortunate accident.

Under the facts and under the law, Tossine had no claim upon the treasury of the railroad or the government. The verdict of the first jury was based upon prejudice against railroads and sympathy for an injured man. Verdicts of that sort increase the expense of railway operation, and when jurors decide cases in that way they are deliberately inflicting upon the public, which pays the cost of railway operation, an uncalled-for burden. Fortunately, the mixed jury decided the case upon the law and the evidence and prevented the working of injustice.

As brought out in the review of the case, printed elsewhere, the suit has been an expensive one. There is no method of estimating with any accuracy what the burdensome costs have amounted to, other than to point out that they run into thousands of dollars.

The problem involved is one in which the public should interest itself. Shippers and passengers want the cost of railway operation reduced. While the cost of the Tossine case of itself is negligible in comparison with the total cost of running the railroads of the United States, there are thousands of other cases just as lacking in merit as that of the coal miner. One way to combat the problem is through the education of the public, to the end that jurors will be able to lay aside prejudices and sympathies when they enter the jury box and, governed by their oaths, decide the issues before them upon the law and the evidence.

A railroad is entitled to the same fair and impartial trial that an individual is entitled to. If John Tossine had claimed that his injuries arose from the conduct of an automobile driver, for example, the suit would never have been brought, because lawyers would have known that a jury called upon to balance the evidence between two individuals, even where one was an injured man, would render an impartial verdict. But the claim was against a corporation, and it was easy to find lawyers who would be glad to play upon the prejudices and passions of a public which has not yet recovered from the fever of a hatred for all institutions which represent accumulated wealth, even though such wealth is applied to a public service.

If jurors could but understand what it means, we believe verdicts against railroads in unmeritorious cases would be fewer. The recent jury is to be commended for

deciding the case without prejudice. Perhaps this indicates that women are inclined to view their oaths as jurors more seriously than men. If that be true, woman jury service is a welcome innovation.

SPEAKING OF RATES

Replying to a letter from the *Illinois Central Magazine*, Dr. Julius H. Parmelee, director of the Bureau of Railway Economics and well-known railway statistician, writes that freight rates in Germany are 3,134 per cent greater and passenger rates 1,642 per cent greater than in 1917. If passenger fares in the United States had increased in the same proportion during that period, the cost of travel would now be approximately 49¼ cents a mile!

Doctor Parmelee writes that his bureau's figures on the cumulative increase in freight rates in Germany are based on data received by the government's Bureau of Foreign and Domestic Commerce from its representative in Germany. There were no increases in freight rates on German railroads between 1913 and 1917. On October 1, 1917, there was an increase of 7 per cent, and this has been followed by a series of nine further increases, which total a cumulative increase over the rates in effect prior to October 1, 1917, of 3,134 per cent. On March 1, 1920, when federal control of American railroads ended, the increases in German freight rates amounted to 963 per cent above the pre-1917 rates, and the further increases have come since then.

Up to March 1, 1920, the cumulative increase in first-class passenger fares in Germany reached 658 per cent. There was a general increase of 30 per cent in December, 1921, and another of 75 per cent in February, 1922, making a total cumulative increase over 1917 fares of 1,642 per cent.

It should be pointed out, of course, that the enormous advance in German rates covers a period when the purchasing power of the German mark has declined rapidly, and that the cost of German transportation to a person who buys it with American money has not increased in that proportion. The table does show, however, what the increased cost means to the German, who must spend a mark to buy the same amount of freight transportation service that he got for about three pfennings before the war.

May we suggest that it is little wonder that the propounder of the theory of relativity is a German?

OUR GOVERNMENT RAILROAD

There is food for meditation in the following editorial from the April issue of *The Observation*, publication of R. P. Studley & Company of St. Louis, railway printers:

"People who discuss the subject of railway ownership by the government are likely to forget that the United States already owns a railroad something less than 500 miles long; but the treasury of the United States is not allowed to forget, because it is still paying the construction costs.

"When Congress authorized the building of a railroad at public expense in Alaska, the estimated cost was $35,000,000. That was in 1915. Since then $17,000,000 more has been appropriated and spent and the House of Representatives has just set aside $4,000,000 more. If this suffices, the road will be completed for $56,000,000, which is $21,000,000 more than the original estimate, and the question of whether the road will every pay is still open for debate."

So far, good. The story does not exactly make a case for government ownership. It would seem to prove that government foresight in railway matters is no more infallible than the foresight of private management is. And, unless there are to be definite improvements in the interest of the people as a whole, there is no particular point to advocating government ownership.

Also, although comparisons between conditions in Alaska and conditions in the United States proper may not be entirely fair, it is worthy of notice that the cost of construction per mile of line of this Alaskan railroad will be considerably in excess of $100,000. When the equipment costs are added, the figures should be considerably higher.

The tentative valuation of the railroads of the United States, based upon everything they own, has been figured by the Interstate Commerce Commission at slightly more than $70,000 per mile of line. Some advocates of government ownership would cut this valuation to $40,000 or less. What would they do with this Alaskan railroad, which will cost the government probably three times that merely to build and equip?

PASSES TO EMPLOYES

The railroads are frequently criticized for the practice of granting travel passes to employes and dependent members of their families. The critics contend that railway employes

not traveling on business have no more right to ride free than anyone else, that the use of passes increases the number of trains that have to be run and consequently the cost of train operation, and that it makes unnecessary inroads upon passenger revenues. They insist that passenger fares could be reduced if passes were limited strictly to business uses.

The argument is not all on one side, however. Railway men look upon the privilege of free transportation as a courtesy from the management, and they greatly appreciate it. The privilege, by being contingent upon continued faithful service, helps to promote loyalty to the railroad by putting a premium upon continuous service, thus also reducing the labor turnover problem, the cost of training employes to fill positions held but a short time.

Except where large numbers of employes are handled to and from their places of employment, the free transportation privilege makes little difference, if any, in the number of passenger train miles, or even in the number of passenger car miles. Likewise, it makes little additional cost.

It must be admitted that the privilege of free transportation is sometimes abused. We trust that Illinois Central employes do not abuse it. We must look upon it as a privilege granted us and guard against any abuse which might lead to revoking the privilege. One way to do that is to remember, at all times, that the pay passenger is our guest upon our trains, and that it is our duty to add as much as we can to the pleasure and comfort of his trip.

At any rate, the problem created by the use of free transportation, or transportation at reduced rates, by employes and dependent members of their families is a minor one, when considered in the light of the entire railway problem of the United States. *The Traffic World,* an authority in transportation matters, recently commented upon a discussion of the use of free transportation by saying that it is foolish to worry about a pimple on the nose of a patient who is afflicted with angina pectoris.

CANADA'S RAILROADS

Dispatches from Ottawa convey the information that the four government railroads sustained a deficit in 1921 of about $67,000,000. The Canadian Northern, Canadian Government Railways (including the Intercolonial, National Transcontinental, Prince Edward Island and other lines) and Grand Trunk Pacific had an operating deficit amounting to $16,339,000. To this must be added fixed charges of $37,000,000. The Grand Trunk Railway System, the fourth government-controlled road, had a surplus after operating expenses of $5,678,000, but, as its interest charges amounted to approximately $20,000,000, its deficit was about $13,500,000.

J. L. Payne, former controller of statistics of the Department of Railways and Canals, states that the interest on the debts which the government roads of Canada have piled up amounted in 1920 to about $38,000,000 a year, which brings the cost of government operation well up over the $100,000,000 mark for 1921. If we are to get a true picture of railway affairs in Canada, however, we must add to this burden the interest on capitalization, which is not included in government reports, and which brings the 1921 bill up to the neighborhood of $150,000,000, estimating conservatively upon Mr. Payne's figures.

Mr. Payne figured out that the government roads cost the Canadian taxpayers $140,000,000 in 1920. Deficits for operations and fixed charges, excluding the Grand Trunk Railway, amounted to $70,000,000 in 1920, to which should be added interest on the debt already incurred and charges for the compensation to capital.

When we consider that the government roads have cost the Canadians upwards of $290,000,000 in the last two years, we should likewise bear in mind that the government roads have a mileage of approximately one-twelfth that of the railroads of the United States. Multiplying $290,000,000 by twelve, to see what that would represent to the United States, if similar conditions obtained here, we

A Wedding

Louis P. Carr, one of the oldest pensioners from Water Valley shops, now making his home at Beauvoir, Gulfport, Miss., was married on March 23 to Mrs. Susie Klych. Mr. Carr is 87 years of age, and his bride is 79. Mr. Carr was employed as a car repairer at Water Valley shops when he was pensioned, May, 1916, and he had been for thirty-three years employed by the company. "Congratulations and best wishes to Mr. and Mrs. Carr and may they both live to reach a hundred years," writes our Mississippi division correspondent.

get the somewhat staggering figure of $3,480,000,000! And that represents the losses of only two years.

In an article in the Toronto *Saturday Night* of March 25, Mr. Payne exclaims:

"We are asked to give public ownership a fair trial. How long a trial would be considered fair? How much loss must we suffer before we become satisfied that loss on a rising scale is inseparable from that form of administration? If we wait until we have reached the point of exhaustion, until our national credit is seriously impaired, until it is too late to turn back, we shall have no one to blame but ourselves. The real issue is between theory and practice—an academic notion on one side and the stern lessons of experience on the other."

As compared with a deficit, after fixed charges, of $67,000,000 on the government roads last year, the Canadian Pacific, which exemplifies private ownership and management, had a surplus, after fixed charges, of $22,682,668.

The management of the government roads is not without an explanation for the difference in showing between the national roads and the Canadian Pacific. Political influence is denied. The difference is largely blamed upon the territorial disadvantages of the government roads. In 1920 the ton miles of freight per mile of line for the Canadian Pacific amounted to 1,207,269, while the freight traffic density of the Canadian Northern was only 54,075.

W. T. Jackman, associate professor of economics at the University of Toronto, discusses this contention as follows, in an article in the *Railway Age* of March 11:

"It takes more than merely physical operating conditions to make the difference between profit and loss. The clientele which has been built up gradually through the rendering of good service to the public; the allegiance of the whole staff to the directing minds; the pride in the success of the organization—these and many related factors must also be taken into consideration."

Stockholders Vote $50,000,000 Stock Issue

At a meeting of the stockholders of the Illinois Central Railroad Company April 19, Robert S. Lovett and John W. Auchincloss of New York were re-elected as directors for terms expiring in April, 1926. Robert E. Connolly, treasurer of the company, with headquarters at New York, was elected as director to succeed Walther Luttgen, deceased, for a term expiring in April, 1926. Stanley Field of Chicago was elected as director to succeed J. Ogden Armour for a term expiring in April, 1924.

The stockholders voted to authorize the plan for the issuance of $50,000,000 preferred stock. The new capital is needed largely for the electrification of the Chicago Terminal. The new preferred stock will be issued in series over a period of years as the money is needed to defray the expense of the electrification work.

At a meeting of the Board of Directors which followed the stockholders' meeting, plans were perfected for making immediate application to the Interstate Commerce Commission for the approval of the preferred stock issue. If the approval of the Interstate Commerce Commission is obtained, and it is believed that it will be, there should be no further delay.

The series of preferred stock as issued will be offered to the owners of common stock ratably. In other words, the common stockholders will be privileged to subscribe for the new preferred stock in proportion to the number of shares of common stock owned.

President Markham expressed the opinion that the common stockholders would take all of the preferred stock as it is issued. He also expressed the opinion that active work on the electrification of the Chicago Terminal would begin within ninety days.

A. S. Baldwin, vice-president in charge of the electrification, and Hugh Pattison of the staff of electrical engineers in charge of the work are now in Europe looking over electrical construction. Immediately upon their return the final touches will be given the plans for the Illinois Central's electrification.

516 ACCIDENTLESS DAYS

In a letter to the *Illinois Central Magazine* expressing his appreciation of the Illinois Central System and its management, A. L. Konkle, labor foreman at the Paducah, Ky., shops, said that he was doing everything he could to give the claim agents of the company a rest. For 516 days before March 29, the day of writing, not a man of his gang had been injured, and he has an average of forty-five negro laborers under him all the time. He prevents accidents by reminding the men of safety every day.

PUBLIC OPINION

What the World thinks

AGREES WITH MR. MARKHAM

Major-General Lansing H. Beach, chief of engineers, United States Army, in an address recently before the National Rivers and Harbors Congress at Washington, proposed several changes in the laws affecting the status of railroads and waterways. He expressed the conviction that Congress should adopt legislation to permit the railroads to operate boat lines on the inland waterways. His remarks, in part, follow:

The competition between the railroads and the waterways is all a mistake, unfortunately one which has existed for some time but one which will be removed when the parties understand the true circumstances and the true conditions. There will be some legislation necessary to get matters straightened out as they ought to be. There are two or three matters which Congress ought to enact into law to protect the waterways so as to give the people that cheap navigation, that cheap transportation to which they are actually entitled.

The Interstate Commerce Commission should be required to exercise the same supervision over common carriers by water that it now does by rail. There should be no difference between a common carrier on the water and a common carrier on the rails.

The Interstate Commerce Commission should be required to prescribe the minimum rates as well as the maximum rates. That would prevent a carrier's putting the price down below the cost of operation simply for the purpose of squeezing out a rival. I don't care whether the competitor is a rail line or a boat line; he should not be allowed to do it.

I would suggest the repeal of that law which says that a railroad should not operate a boat line, and I would allow the railroads to operate boat lines when the Interstate Commerce Commission believes that those boat lines are genuine feeders of the railroads or are legitimate extensions of their lines.

There is no reason why the railroads with the organization which they possess today and their trained men should not be allowed to operate the waterways just as well as they do the railroads, and if a railroad can reduce its cost of transportation between its termini by placing a boat line in the haul somewhere, I don't see why it should not be allowed to do it. In fact I believe that it ought to be encouraged to do it. I believe that the day of the waterway is coming back. The hard headed business men, manufacturers, as well as those engaged in transportation, are beginning to understand the matter, and they realize the economic saving, the benefit to the manufacturer, to the consumer, to the country at large, of the waterways.—*Railway Review* (Chicago), March 18.

A "FREIGHT HIGHWAY"

[Note: In comparison with our tentative railway valuation of slightly more than $70,000 per mile of line, including all equipment, the editorial below gives the estimated cost of motor truck highway construction as $50,000 a mile. This, of course, includes no equipment of any kind; it is merely the cost of building the road, the taxpayers' donation toward maintenance of this form of railway competition.—Illinois Central Magazine.]

Both urban and rural experience teaches that highway problems multiply as traffic increases. When one such problem is solved, two or more new ones spring up and press for solution. Highway and traffic officials in the South need not borrow trouble of this sort, having enough of their own, but may be interested in the announcement that the state highway commissioner of Connecticut has decided to build a 30-mile highway for the exclusive use of motor trucks. The new "freight road," for which surveys were started a few days ago, will extend from Bridgeport to the Connecticut state

line at Greenwich. Its estimated cost is $1,500,000.

The decision to build a special highway for motor trucks was forced by congestion of traffic on the Boston Post Road from Bridgeport, which will be paralleled by the proposed new thoroughfare. Ten thousand motor vehicles used this stretch of roadway daily, on the general average, and of these 2,000 are motor trucks—long distance freight carriers whose tonnage complicates the matter of road upkeep, and whose bulk and speed increase the traffic risks. It is noted that the percentage of motor vehicle accidents on that highway last year exceeded that of any other state highway in Connecticut.

The highway commissioner considered two plans for meeting this situation. One contemplated doubling the width of the present road. The alternative was a new "freight highway," which has been selected as less expensive and of greater use and benefit. It is proposed to build a road that will "hold up" under heavy traffic, and to restrict its use as far as the laws will permit to the motor trucks, leaving the present highway to the lighter vehicles. How far these restrictions can be enforced is a debated question. The Connecticut Legislature, which must approve and appropriate for the project before it can be undertaken, will be asked to prescribe the regulations covering its use.

Years probably will pass before we of the South have to consider the problem of exclusive "freight highways," but if the good roads movement continues to thrive and motor vehicle traffic persists in the rate of growth maintained of late, the "motor truck highway" may eventually come to be regarded, the country over, as a necessary "traffic facility."—New Orleans (La.) *Times Picayune,* April 14.

A REVISION OF OPINIONS

Miss Emma Goldman, who used to tell the United States that government is wrong and unnecessary and that revolution is a blessing, has revised some of her opinions after two years in Russia.

She has discovered that government, language, trees and human bodies *grow.* They are not built to order. Miss Goldman is shocked to find, what a woman so well read should have known, that you cannot eliminate power. If you take it from one hand it passes to another. If you take it from the Czar it goes to Lenin and Trotzky. If you take it from them it goes to the next powerful enough to seize it.—Arthur Brisbane in *The Herald and Examiner,* Chicago, March 28.

ANOTHER INSTANCE

Friends of government ownership programs will be hard put to it to find a single circumstance in the failure of the Etat railway system in France through which to escape from the conclusion that something is wrong with their theory. They are in general a pretty agile lot, and usually are able to find half a dozen reasons why failure does not condemn the theory, but it is going to require some extraordinary wriggling this time.

In the first place, the experiment has had plenty of time to prove itself one way or the other. The French government is not going out of the railway business after any mere "flier" into it, but after a trial of fourteen years. If any private enterprise failed to pay or to give satisfaction in any way after a period of fourteen years, there would not be the slightest doubt in the mind of any one but that the business ought to be abandoned or reorganized. The end would have come, indeed, much sooner, but in the case of a government system a drain is connected with the public treasury and the management goes on for fourteen years. Last year alone the Parisian suburban system showed a deficit of 100,000,000 francs.

In the second place, the Etat system has had the reputation of being the worst run road in France for years. If the service had been of a superior type, or the character of the traffic such that a loss could not be avoided, there might be some justification for the deficits. But there is no reason apparent why the state should both cover the deficit and accept inferior service. And lastly, the failure does not come because the road was isolated, or swallowed up in the general transport system. It had every opportunity to succeed that a private line would have had. It serves the west of France, from Dieppe on the north to Bordeaux on the south, and its mileage is the greatest of the five French railway systems.

The plans for the transfer of the system to a private French corporation are now being prepared by a parliamentary commission, and the project will soon come before the Chamber of Deputies with the backing of the government. The career of this system under private management will be watched with interest, for there is little chance that the Cham-

ber will refuse to sanction the transfer. It is evident that the French people are tired of paying more and getting less. It is also evident that they believe the railroads will give better service at the same or at less expense under private than under government ownership.—St. Paul (Minn.) *Dispatch,* March 30.

THE PLUMB LINE OF REASON

Glenn E. Plumb, who styles himself general counsel of the Organized Railway Employes of America, made a speech in St. Louis recently. Among other things, he charged the railroads with being bankrupted and in such condition of disrepair as to be unsafe to ride upon. The railroads are not bankrupted, but Mr. Plumb is trying as hard as he can to bring about that condition.

While Mr. Plumb has been fortunate in inducing most of the railway employe organizations to furnish him with financial backing with which to wage war against the railway companies, he has been extremely unfortunate in having the props knocked out from under charges which he has made against private operation of the railroads. He seems to have been very unlucky in the particular railway topics which he has selected to discuss before the public. For example, the statement which he made at St. Louis to the effect that the railroads are in such a condition of disrepair as to be unsafe to ride upon is about as wide of the mark as any statement could be.

In another part of this issue of the Chicago *Journal of Commerce* there appears a statement by the Illinois Central Railroad System over the signature of President Charles H. Markham wherein the official figures of the Interstate Commerce Commission are given. They show that there were fewer fatalities on the railroads in 1920 than there have been in any year in the last twenty-two years, and that during 1920 the railroads carried the heaviest traffic in their history. It is explained that the figures on the number of fatalities in the United States for 1921 are not yet available, but that on the Illinois Central System in 1921 there was the smallest number of fatalities that have occurred in any year in twenty-four years.

"We believe the public will agree with us that the handling of a heavier business with a smaller number of fatalities is a barometer of railway efficiency," declares Mr. Markham.

Mr. Markham is right. A good way to study the railroads is to take one branch of the subject at a time, such as the prevention of accidents, and analyze it. A good many have been doing that and in nearly every instance private management of the railroads has been found to be not only sound but to possess such merit as to deserve special commendation. The fact that there are nearly twice as many people fatally injured each year by ordinary falls as are fatally injured on our railroads is remarkable. Ordinary burns kill more annually than are fatally injured on the railroads, and even accidental drowning is running the railroads a close second on fatalities.

In the face of the official figures, Mr. Plumb's charge that the railroads are unsafe to ride upon is plainly too nonsensical for foolishness. But so long as Mr. Plumb can fool the leaders of organized labor, and they, in turn, can pull the wool over the eyes of the men who pay dues and assessments to the organizations, Mr. Plumb will not worry. A subject on which no light has been thrown, and probably none will be thrown, is how much money Mr. Plumb is making out of his campaign of misrepresentation.—Chicago (Ill.) *Journal of Commerce,* April 1.

CANADA'S RAILWAY LOSSES

One of the most difficult problems with which the government of the new Premier of Canada, W. L. MacKenzie King, must grapple is presented by the government railroads. The Dominion government is in serious danger of having its credit destroyed by its railway policy. The Dominion is considering trying to float a large loan in the United States. American investors probably will consider Canada's railway policy before deciding on the desirability of buying its government securities.

The deficit officially admitted by the Canadian government as having been incurred by its railroads in 1920 was over $70,000,000. This, however, did not include interest on the investment in a large part of the railroads owned by it. J. L. Payne, formerly controller of statistics of the Department of Railways and Canals, who is probably the best authority on railway statistics in Canada, estimated the total losses, direct and indirect, at about $136,000,000.

Complete statistics for 1921 are not yet available. Those that are available, however, indicate that the government railroads as a whole failed by at least $20,000,000 to earn their operating expenses. To this should be added about $100,000,000 for interest on the

investment. Therefore, directly and indirectly, government ownership of the railroads last year added to the burdens of the Canadian taxpayer around $120,000,000.

The government now actually owns about 17,000 miles of railroad. It is still carrying on negotiations for the acquisition of the Grand Trunk, which would make the total mileage actually owned and operated by it about 22,500 miles.

Deficits always have been the result of government operation of railroads in democratic countries. This is not always, or perhaps even usually, due to inefficiency in the official personnel. It is almost always due to the fact that the government owned and operated railroads are subjected to influences different from those to which private railroads are subjected. These influences are chiefly political. They render it impossible for the management adequately to advance rates when they ought to be advanced, or adequately to reduce the number of employes when it ought to be reduced. In many cases they cause expensive service to be rendered which from an economic point of view ought not to be rendered.

Now the railway deficit is becoming an extremely serious thing. Canada has only nine million people, and the Dominion government has an annual revenue of only about $450,000,000. It needs about $109,000,000 a year to pay expenses due to its participation in the war, including interest, pensions, etc. Its national debt is heavy, and instead of declining has been increasing since the war ended. This increase in its national debt has been mainly or entirely due to the deficits incurred by its railroads. The government will be positively inviting bankruptcy if it engages in any more railway ventures.

Railway deficits are not peculiar to Canada. Large deficits were incurred by the railroads of the United States in 1918 and 1919 under government operation. They were not due to the official personnel, which was not much changed, but to the system of management, which was radically changed.

Most of the government railroads of Australia incurred deficits before the war. These have been increased since then. The deficits in the year ending June 30, 1921, of the Australian railroads for which we have statistics were as follows: Queensland, $7,694,000; Victoria, $3,171,000; New South Wales, $2,808,000; Western Australia, $2,000,000. The total for the railroads of these countries was almost $16,000,000. The New Zealand state railroads had a deficit of almost $600,000.

There are six private railway companies in Germany. It is a significant fact that between 1913 and 1920 the ratio of their total expenses to their total earnings increased from only 60 per cent to 96 per cent, while that of the state railroads increased from 70 per cent to 179 per cent. These figures mean that in 1913 the expenses of the German state railroads were 70 cents for every dollar that they earned, while in 1920 their operating expenses were $1.79 for every dollar they earned.—*The Railway Age* (Chicago).

THE KERNEL OF THE QUESTION

Congress decreed that 6 per cent was a fair return on railway capital. Very well. Isn't it plain as A B C that the railroads cannot, therefore, afford to pay more than 6 per cent for their capital? To pay 7 per cent for capital and be able to earn only 6 per cent would, obviously, be a losing proposition. And who would invest in railway securities under such conditions? The net of it all is this:

Railway credit must be made strong enough to enable the railroads to raise funds at 6 per cent or less. If not, only fools would invest in railway securities. No enterprise can go on paying more for capital than it can earn on its capital. That's what most of our railway systems have been doing. It can't last. The business world, the public, labor must see to it that the railroads are not subjected to conditions which would mean their breakdown, for, if transportation breaks down, so, inevitably, must the whole business structure.

Business cannot move unless it is moved.—*Forbes Magazine.*

WHO GAINS?

B. M. Jewell, head of the railway shop crafts, told the Railroad Labor Board the other day that wages should be maintained even if the roads had to forego all profit on their operations.

That is a fair sample of the logic of some of those who appear to be laboring under the delusion that the function of a railroad is to produce wages and that all else is incidental. The railroad is in the business of producing transportation. Its first duty is to serve the public economically and efficiently.

How long would a man run a factory if not permitted to make a profit, or if required to

operate at a loss? He would quickly close down. But the railroads cannot be permitted to suspend operations. They have to struggle along as best they can, even when there are no profits, so long as they can stave off bankruptcy. They may run without the payment of profits; but anyone who imagines profits are a secondary consideration shows that he has no adequate conception of the subject with which he is trying to deal.

The railroads of the country are not keeping pace with the growth of the country and the requirements of industry. They have made practically no increase in their total mileage in recent years. The purchases of locomotives and of cars last year were far below the normal of wear and tear on equipment. The roads of the country are worse off today than they were five years ago. They were able to avoid a deficit last year only by cutting $529,000,000 from maintenance items, a process which cannot be continued indefinitely.

That saving of $529,000,000 on necessary upkeep of roadbed and rolling stock represents a drag applied to industry. It means wages and profits that were not received by men in car shops, locomotive shops, steel mills and other industries. The railroads not only should have been enabled to spend that half billion dollars last year, but several times as much in development and expansion projects. Think what it would mean to the prosperity of the nation if the railroads were in a position to spend this season a billion or more in making much-needed improvements. It would mean increased prosperity to everyone, in all lines of activity. It would mean work for men in all directions and employment for thousands more on the railroads themselves—for at present the roads are operating with small forces and are skimping in every way possible.

The railroads cannot expect to get capital for development or any other purpose unless investors are insured of a fair return on their money. Shutting off profits to the railway owners means strangling not only the transportation system of the nation but all industry. The country cannot do any more business than its railroads can handle. Their facilities were inadequate five years ago, when population was less than at present. There were car shortages and delays then. What will not be conditions when business begins to get back to normal volume?

The economists of the Jewell variety, who can see nothing but their own immediate advantage in wages, simply do not grasp the magnitude of the railway problem nor the prompt necessity for beginning to work it out. —Chicago (Ill.) *Evening Post*, March 31.

Our Monthly Roll of Honor

Below is a list of employes retired at the meeting of the Board of Pensions March 27:

Name	Occupation	Years of Service	Date of Retirement
August Kreibel	Carpenter, E. St. Louis, Ill	20	10/31/21
Edward Vassiller	Carpenter, Burnside Shops	21	11/30/21
George Mitchell (Col.)	Car Repairer, Durant, Miss	38	12/31/21
Wayne Holliday (Col.)	Laborer, Aberdeen, Miss	22	12/31/21
Owen Donnigan	Engineman, Tennessee Division	35	1/31/22
Edwin Barnett	Machinist Helper, Clinton, Ill	23	1/31/22
John E. Mathews (Col.)	Section Laborer, Cairo, Ill	40	3/31/22
Charles T. Miller	Foreman Blacksmith, Mattoon, Ill	41	3/31/22
George H. Bower	Clerk, Passenger Traffic Dept	34	4/15/22
William Kelso	Section Laborer, Morgantown, Ind	15	10/31/21

The following deaths of pensioners were reported at the same meeting:

Name	Last Employment	Date of Death	Term as Pensioner
Sidney Decatur (Col.)	Laborer, Kentucky Division	2/21/22	8 years
George D. Moseley	Bridge Carpenter, Tennessee Divn	2/15/22	5 years
Robert Peterson	Track Foreman, Iowa Division	2/13/22	1 month
Louis Blum	Engineman, Chicago Terminal	2/19/22	6 months
James P. Bradley	Agent-Operator, St. Louis Division	3/ 7/22	7 months
Oliver M. Dunn	Superintendent, New Orleans Terminal	3/14/22	12 years
Michael Holly	Carpenter, Burnside Shops	3/ 2/22	8 years
William H. Hays	Clerk, Freight Traffic Department	3/12/22	10 years

This Is the Proper Season

THEY were discussing love.

"Love," said the bachelor, "is an emotion which never existed. It was first foisted upon the world by a soft-headed novelist who wanted something to write about."

"Ah!" sighed the married man. "Love is an illusion of youth, which only time and a wife will dispel."

"Love," cried a cynic, "is the sentimental outpouring of a moon-struck youngster in the last stages of infancy."

"Oh, no," objected an old maid. "Love is the heavenly reward of all who withstand the temptations of life."

"Tee hee!" laughed a chorus girl. "I think love is a sure road, through a breach of promise case, to enough ready cash to enable you to enjoy single-blessedness."

"Rather," agreed a college chap, "Love is the most expensive form of gambling, with all the odds against the man."

"Oh!" exclaimed the flapper, "If you really love, it is a series of electric shocks, low-whispered confidences and beautiful kisses."

Which only goes to prove that love is a thing which every one seeks, and no one is satisfied with (for long) once it is found.—SELECTED.

Ah! Life!

The lake is full of water,
So that it
Comes right up to the shore;
And in winter the white snow flakes
Fall in it,
And in summer the rain falls in it;
No wonder it sometimes is wild
And lashes itself into fury dashing its
Billows against the Illinois Central tracks,
As Life dashes itself
Against my heart.
Ah! Life!

—DAVID ROTROFF, *in "Sportively Speaking," Chicago Daily News.*

An Illinois Division Joke

It was in the buffet car. The train stopped. The porter passed through.

"Champaign! Champaign!" he called.

The ex-service man in the corner, whose dreams had been in other lands, half aroused himself as he reached for his wallet and murmured: "Make it a couple of bottles."

Friends

Old friends, new friends,
Merry friends and light;
Tried friends, true friends,
Friends who treat you right;

Friends who give you greeting,
Friends to think about—
What a queer old world 'twould be,
With all the friends left out.—C. R. C.

Out and On

A widower had engraved on his wife's tombstone the words: "The light of my life has gone out."

A little later he married again, and one day he was standing with No. 2 before his first wife's grave.

Reading the sentiment on the tombstone, No. 2 inquired in a rather huffy tone, "Is that so?"

"Yes," replied he, "but I've struck another match."—T. T.

An Enthusiastic Prayer

There have been all manner of exhortations throughout the ages from the chant of the savage tribe of the jungle to the prayer of the polished Broadway pastor, but the oddest supplication probably was that of an old negro minister of Red Banks, Miss.

A white man who happened to be a shorthand expert heard the devout negro's prayer and took it down verbatim.

The dark-skinned advocate was as resourceful as he was devout, for he included in his exhortation all the modern contrivances of the twentieth century and probably some that have not yet been invented.

The prayer follows:

"O Lawd, give Thy servant this mawnin' the eyes of the eagle and the wisdom of the owl. Connect his soul with the Gospel telephone in the central skies, 'luminate his brow with the sun of Heaven, pizen his mind with the love of his people, turpentine his 'magination, grease his lips with possum oil, loosen his tongue with the sledge hammer of Thy power, 'lectrify his

brain with the lightnin' of Thy word, put 'petual motion in his arms, fill him plum' full of the dynamite of Thy glory, 'noint him all over with the kerosene oil of thy salvation and set him on fire. Amen!"—J. C.

Four Meetings

Their eyes met;
Their lips met;
Their fists met;
Their lawyers met.—C. R. C.

The Cake-Eater

There have been ant-eaters, lotus-eaters and pie-eaters, but who ever thought we would have the cake-eaters?

The last of the species named is a young man of tight-fitting "one flight up" clothes, patent leather shoes, yellow kid gloves, a shoestring tie and a six months' permanent wave.

He is the rabbit who spends his idle moments in a tea room, sipping the intoxicating beverage from a saucer.

The ribbon counter has to be cleared off at 8 o'clock; so our cake-eater has to be on the job early in spite of the fact that he has been polishing the letter boxes in the hallway until 3 a. m. this morning. A mint tablet or two gave him a raging appetite for lunch, and after punching the clock he can be found in the 4-wheel restaurant ravenously attacking a feeble piece of sponge cake and a cup of tea. He then scrapes up the remaining crumbs into his hip pocket, leaving two for waiters' tips, and eats the rest of them for supper.

Cakie then subchases a flapper for a couple of blocks and finally manages to steer her into a jig hall, avoiding the check boy by hiding his hat and coat behind the radiator in the hall. After necking for a few hours, he flatwheels her home, and they park in the hallway against the letter boxes for a couple more turns of the clock.

The janitor is the only one who appreciates these hallway lavaliers. Our janitor now puts his brass polish on the letter-boxes and doorbells before going to bed, and in the morning he is sure to find them all nicely polished by the hall galloopers.

An anonymous correspondent has given the following definition of a cake-eater:

It is something that is cute and neat,
A very small tie, and patent leather feet,
A part in his hair, and pants pressed so,
Crumbs in his pockets instead of dough,
A small black derby and a cute pair of spats;
Goes to a dance and thinks he's the cats;
Stands on the floor like a lily so pure;
Some silly girl comes along, and says sure,
She thinks he's as lovely and acts so refined;
They board a car, and she pays the dime.
Listen, girls, you might like their tie,
But remember your mother married a regular guy.

Since presenting the definition of a flapper in the April issue, Mr. Said has received several communications of protest from those who

"tried the shoe and found it to fit." In justice to the fair maidens who feel offended, he has decided to give them an opportunity to come back at him. Inasmuch as a man defined the flapper, he thinks it advisable to give the women a chance to define the cake-eater. He will present a handsome box of candy to the Illinois Central girl who writes the best short definition of the cake-eater. Address him in care of the magazine before May 10.

All Mixed Up

Cross-eyed judge lines all three cross-eyed prisoners before him charged with disturbance.

"What's your name?" he asks the first man.

"Jim Dugan," says the second.

"I didn't ask you," says the judge.

"I didn't say anything," answered the third.

Thoughtfulness

Happy Harris was known far and wide as an accommodating man who was always trying to help the other fellow. The following story is proof of this.

Happy had undergone an operation and was up and around when he was suddenly called back to the hospital. The doctor explained: "It will be absolutely necessary to cut into you again to remove some stitches."

Happy gave his consent and after a few days was back on his feet after the second operation. He met the amateur doctor one morning and was informed that he must again be opened up.

"I forgot to apply a very necessary medicine," explained the doctor. Happy shuddered and went bravely to the operating table. The medicine was applied, and he was sewed up and taken home.

When he was well and sound again, he strolled into the hospital one fine morning to pay his bill. But they were not yet through with Happy. The young doctor greeted him thus: "I have lost one of my surgical instruments and can't find it anywhere. I'm sure it must have been sewed up inside you during the operation. It's small but valuable, and besides it may cause you great trouble. I think we had better find out about it, don't you?"

Once more Happy was cut open. Sure enough there was the tiny instrument. It was removed, and the doctor started to sew up the opening, but Happy halted him with upraised hand and said: "You're wasting energy, Doc. If it's all the same to you, I'd just as soon you'd sew a button on this time."—M. E. B.

COMMUNICATIONS

This magazine is not responsible for opinions printed under this heading. Initials or pen names will be permitted only when correct name and address of the writer are known to the editor.

Ten Thousand Pardons!

To THE EDITOR: I notice in your March issue "Those Switch Engines," a story written by the late John Kendrick Bangs.

It is well enough that John has passed away, and we are unable to locate Sambo to explain to him that the jolt he received was not at Jackson, Miss., for there is absolutely no rough handling of even box cars at Jackson, Miss., to say nothing of passenger equipment.

I have been in Jackson, Miss., almost four years, and there has not been even a water glass broken on the diner operated between New Orleans and Jackson. The entire months of January and February we did not have one penny terminal damage (knock on wood—the stenographer's head).

Therefore, I am going to ask you in your next issue to correct John's story to read Jackson, Tenn., or some other foreign point. Please post in some conspicuous page, so that all the boys will be sure to see it. However, none has failed to see John's story in the March issue, even though it was down in one corner, from the number of pages that have been cut out and mailed me under personal cover. I have received at least fifty at this writing.—R. W. HARDIN, *General Yardmaster, Jackson, Miss.*

(Editor's Note—Besides the Jacksons mentioned by Mr. Hardin, our dictionary lists others in Alabama, California, Georgia, Kentucky, Louisiana, Michigan, Minnesota, Missouri and Ohio. Take your choice. Of course the story wasn't laid in Illinois Central territory.)

JOHN W. MIDGLEY DIES

John W. Midgley died April 4 at his home in Evanston, Ill. Mr. Midgley was born in Leeds, England, in 1843. In 1868 he became secretary to the general superintendent of the Illinois Central Railroad. From that time until 1918 he was interested in railway affairs, and for many years was recognized as one of the foremost experts in the country on transportation problems. Mr. Midgley retired from work owing to loss of sight.

Memphis Division Veterans Still on the Job

List of Five Includes Water Service Foreman and Four Engineers, Two of the Latter Being Brothers

FIVE employes on the Memphis division of the Y. & M. V. entered the service in the early days of the railroad. When the L., N. O. & T., predecessor of the Y. & M. V., began construction, three of these veteran employes entered the service. And the two others were not far behind.

Henry Brannan, water service foreman, started his railway career as a machinist helper, worked up to engineer, was transferred to the water service department and became the water service foreman of the Memphis division in his 44 years of service. Edward B. Skillman has been an engineer on that part of the system for 38 years, but he has had 52 years of railway experience. His first years of service were with the New York Central. W. H. Wright, engineer, gained his first railway experience on a narrow-gauge railroad 38 years ago. That road was purchased by the L., N. O. & T., which in turn was taken over by the Y. & M. V. Mr. Wright was made an engineer after two years' service as a fireman. Horace Rosson has served on an engine for the Y. & M. V. and its predecessor for 38 years. He entered the service as a fireman, and was made an engineer two years later. Frank Rosson, brother of Horace Rosson, has advanced from engine wiper to engineer in his 36 years of service.

Into Railway Work at Age of 14

Seniority rights were unheard-of things in railway circles in the early experience of Mr. Brannan, water service foreman on the Memphis division of the Y. & M. V. He says that, when there was a vacancy, anyone who was qualified to fill it was likely to be taken off the job he was on and given the new task. The word of the boss was law, and the men either did his bidding or resigned from the service.

Mr. Brannan started his railway career September 1, 1878, when he was 14 years old, as a machinist helper in the shops of the C. & O. Railroad at Memphis. He liked machinery, and he had the ambition to become an engineman.

When the L., N. O. & T. began construction between Memphis and Vicksburg, Mr. Brannan's opportunity presented itself. Engineers and firemen were scarce then. The L., N. O. & T. was in need of men and called upon the C. & O. for assistance. Mr. Brannan was one of six men who were transferred for service on the new road. He was given a position as fireman at a salary of $45 a month. An engineer's salary at that time was about $120, he says, and there were no set working hours. When a crew was needed, the men were called and pressed into service regardless of the hour.

Construction on the L., N. O. & T. started north from Vicksburg and south from Memphis at about the same time, Mr. Brannan says. The two lines met north of the curve at Shelby.

Taken Off Job as Fireman

When the line was completed, Mr. Brannan suffered from the iron-clad rules of the boss. He was taken off his engine and made hostler at the turntable at Memphis. He had no say, but had to abide by the decision of the master mechanic if he desired to continue in the service.

There was no roundhouse at Memphis then. The engines were left in the open close to the turntable, and there was only one overhauling stall there then.

It was not long before Mr. Brannan was again placed on the road as a fireman, this time on a passenger train between Memphis and Vicksburg. While in this service, he says, it was a common thing to see deer leap and bears walk leisurely across the right-of-way in front of the approaching train. Many wild turkeys were ground to death under the wheels of the engine, he says.

In the early 90's Mr. Brannan was made stationary engineer in the shops at Memphis. He remained in that service about five years, and was then transferred to the water service department.

His first position in the new service was as repair man on the Tennessee division of the Illinois Central. He remained there for four years, and was then transferred to the Mississippi division. After two years of service there he was made water service foreman of the Memphis division of the Y. & M. V.

No 8-Hour Day in Those Times

There was no 8-hour day in his early railway experience, Mr. Brannan says. When a crew took a train out, it stayed on duty as long as possible. When weariness overcame the men, the train tied up until each had sufficient rest. The crews ate in the cabooses then.

The cook in each caboose was generally known as "Rube." He received no salary and was allowed to eat only what food was left. The train crew usually kept him in old clothes.

But a "Rube" had chances of advancement the same as other railway men. If he proved to be a good dependable man, he was given a position as brakeman when such a position was open.

Mr. Brannan says that there are beginners in his department now who make more in a week than he first made in a month.

Heads Division Seniority List

Mr. Skillman is the oldest engineer on the Memphis division seniority list. He was born in New York State, and began his railway experience in 1870 as a fireman on the New York Central Railroad between Syracuse and Buffalo, N. Y., firing a wood-burner and receiving $45 a month. He was promoted to locomotive engineer in 1873 on the same road. He left the New York Central in 1876, and visited the Western states, spending considerable time in California and Mexico.

In 1878 he accepted a position as a locomotive engineer with the New Orleans & Pacific Railroad, which is now the Texas & Pacific Railroad. He ran the locomotive that laid the rails into Alexandria, La. He was later transferred to the International & Great Northern Railroad, and helped construct the line between Marshall and Laredo, Texas. That line was completed on Christmas Day, 1881. About five months later, when the bridge was completed across the Rio Grande River, he ran the first locomotive to cross between the United States and Mexico. He was then assigned to the pay car locomotive, and was called upon to handle Jay Gould and his party over the Gould railroads.

Joined L., N. O. & T. in 1884

In 1884 he received a 20-day leave of absence from the International & Great Northern and did not return, but entered the service of the Louisville, New Orleans & Texas Railroad (now the Y. & M. V.). Edward Anderson was then master mechanic at Vicksburg. At this time, an engineer's salary was $115 a month. Mr. Skillman's first running was done between Vicksburg and Huntington, Miss. Huntington was then a terminal where cars were ferried across the river. In a short while he took charge of the locomotive "Robert E. Lee." Locomotives were named instead of numbered at that time. His fireman was the General Lee Christmas of later Central American revolutionary fame.

When this position was abolished, he took engine No. 66 between New Orleans and Wilson, La., and was called upon to handle a special train from Convent, La., to New Orleans. This special train had as its passengers the late Cardinal Gibbons and Bishop Jannsen. This was considered one of the fastest runs of the time, the distance of 50 miles being run in 53 minutes, with two stops.

Service in Yellow Fever Epidemic

During the yellow fever epidemic in the early 90's, the engine and train crews were allowed to go only as far as the Tennessee and Mississippi state line, where they would give their engines and trains to other crews. The engine and train men relieving each other were

Engineer E. B. Skillman and No. 2004

not allowed to come in contact. The engineers would give the engine steam and get off, and the other engine crew would get on and take the train through to its destination. Several of the enginemen and trainmen were stricken with the fever, and were unable for service. Mr. Skillman and his fireman, George Baker, composed the only engine crew operating between Memphis and Lake View, and they never lost a day's service during this epidemic.

In 1891 Mr. Skillman was transferred to Memphis, where he has made his home since. He has his own home and is the father of two children, Claude F. Skillman, a locomotive engineer on the Memphis division, and Vincent E. Skillman, a student in the Central High School at Memphis. Vincent is also a cornet player in the Boys' Band of the Memphis Rotary Club.

In 1908 Mr. Skillman was appointed traveling engineer of the Memphis division, and continued in this position until July, 1911, at which time he resigned and took the Memphis and Tutwiler local passenger so that he would have more time at home. He has been on this run ever since.

More Than Proud of His New Engine

Many of the present locomotive engineers on the Yazoo & Mississippi Valley have fired for Mr. Skillman, and all of them have the greatest praise for his ability as a locomotive engineer.

When engine No. 2004 was modernized and superheated at the Memphis shops, one of the first superheated engines to be placed on the Memphis division, it was assigned to Mr. Skillman. He has made a splendid record on this engine and believes it is the finest piece of machinery that the railway company owns.

He has seen all of the present improved locomotive appurtenances come into existence, such as coal-burning locomotives, air brakes, electric headlights, superheaters, power reversing gear, lubricators, brick arches, outside valve gear, etc.

Mr. Skillman is widely known among the residents between Memphis and Tutwiler. All of his acquaintances call him "Uncle Ed." He is of a charitable disposition, and many instances are known where he has supplied poor families and children with provisions, clothing and shoes. He also distributes magazines and papers to the farmers along the right-of-way.

When at home Mr. Skillman drives a good automobile, and he takes the same pains in caring for this car as he does his locomotive, making all of his own repairs.

Three Engines on His First Road

Mr. Wright received his first railway experience on a narrow-gauge railroad back in 1884. He was a fireman between Glendale and Clarksdale, Miss.

There were only three engines on that railroad, and they were wood-burners. A fireman's job on those engines was a gentleman's job, he says. One could wear a white shirt and collar from one end of the run to the other without getting either soiled.

To look back on those engines now, Mr. Wright says, they seem more like toys than real locomotives. They were profusely decorated with brass railings and bands, and, of course, had to be cleaned every day. The three engines were named after the three counties, Yazoo, Le Flore and Coahoma, through which the railroad had its right-of-way.

Mr. Wright says a cow knocked the little engine off the track one day, and he had to walk fourteen miles for one of the other locomotives.

Came Into Service of the L., N. O. & T.

The narrow-gauge line was later bought by the L., N. O. & T. and part of it was converted into a standard-gauge road. A line between Jonestown and Clarksdale was torn up, but the present line to Helena, Ark., is the same right-of-way as when the road was narrow-gauge.

Mr. Wright obtained a position as fireman on a work train of the L., N. O. & T. in February, 1885. He worked out of Memphis about a month, and was then transferred to Port Gibson, where a bridge had been washed out. When the bridge had been replaced, Mr. Wright was given a freight run.

On June of the same year he was made night foreman in the roundhouse at Vicksburg. The L., N. O. & T. had only a few engines in those days. When one came in off a run, it was immediately looked over so that it could go back on the road. Mr. Wright says that engine crews often waited outside the roundhouse until their engines were looked over.

Made Engineer at Christmas, 1886

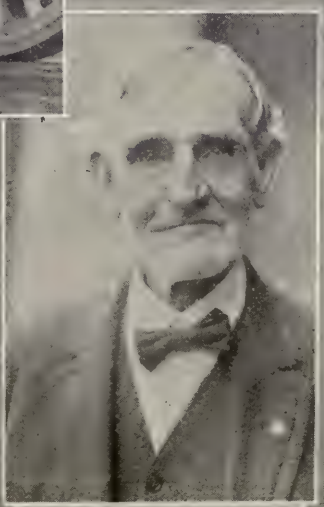
Mr. Wright was made an engineer December 24, 1886. He was on the extra board for six months, and was then placed on a regular freight run between Vicksburg and Wilson. There were no time or watch regulations then, he says. Each engineer bought the watch that

W. H. Wright

H. Rosson

Frank Rosson

H Brannan



E. B. Skillman

best suited him. He continued on that freight run until 1893, when he was transferred to a passenger run between Memphis and Vicksburg. In 1917 he was given the run he has today, between Memphis and Tutwiler.

In the early days of the L., N. O. & T., Mr. Wright says, there was much trouble with falling trees. The right-of-way was cleared only seventy-five feet wide, and trees often fell across the track. Much time was lost in chopping trees, and many wrecks occurred. It was a wild country then, he says. Animals could be seen darting behind trees and racing wildly through the forests along the right-of-way.

Began Work at Memphis in 1884

Horace Rosson gained his first knowledge of a locomotive in the shops of the Southern Railroad at Memphis. He had been employed by that company two years when he accepted a position as fireman for the L., N. O. & T., April 4, 1884.

The L., N. O. & T. was constructing its line between Memphis and Vicksburg when he entered the service. He was given a position as fireman on a work train.

When the road was completed, Mr. Rosson was given a freight run between Memphis and Coleman, Miss. The name of the latter city has now been changed to Cleveland. In a few months, he was made a fireman on a passenger train on the same division.

After two years of experience as a fireman, Mr. Rosson was given a position as engineer to take the place of George Wright, who had been killed at Como, Miss.

Mr. Rosson's first work as an engineer was on a gravel train. It was only a few months until the gravel pits were closed, and Mr. Rosson was placed on a regular freight run on the main line of the L., N. O. & T.

Wrecked After 53 Hours on Duty

In those days it was a common occurrence for a train crew to remain in continuous service on the line for as long as sixty hours. Mr. Rosson was in a wreck one night in February, 1888, after he had been at his post continuously for fifty-two hours and fifty minutes. His train ran into the rear end of another train which, he says, was twelve hours late and unprotected. Mr. Rosson says that he did not know of the train immediately ahead of him until he saw the cook open the door of the caboose, his white clothes glaring in the rays of the headlight on Mr. Rosson's engine. The two trains were too close together to prevent the catastrophe. Luckily, no one was seriously injured.

Waterbound for Five Weeks

Mr. Rosson was expelled from the service on account of that accident, but after six months he was recalled and given a position as fireman. He made three trips and was again reinstated as an engineer. He was put on a work train doing construction work between La Mont and Coahoma, Miss.

In those days, the L., N. O. & T. operated a transfer boat between Arkansas City, Ark., and Huntington, Miss. On the Arkansas side of the river, the transferred cars were turned over to the Missouri Pacific. Mr. Rosson was engineer on the incline engine at Huntington, Miss., for five months. His engine pushed cars on and pulled cars off the transfer boat.

After his experience on the incline engine, Mr. Rosson was placed on a regular freight run between Memphis and Vicksburg. He recalls an overflow at Rolling Fork in 1897 that held his train waterbound for five weeks.

Practically all of the track from Cary, Miss., to the Yazoo River was washed away. After the water subsided, the entire line was relaid in two weeks and traffic was resumed.

In 1904, Mr. Rosson was given a passenger run between Memphis and Vicksburg, and he has continued in that service since.

Mr. Rosson has never experienced but the one accident to his train. Not a wheel has slipped from the rails under him, he declares. He worked straight through the yellow fever epidemics and was never stricken.

Has Always Worked with Locomotives

Frank Rosson started his railway career working with locomotives and has continued in that line of work ever since.

April 4, 1886, Mr. Rosson, then a husky young lad, obtained a position as engine wiper in the roundhouse of the Mississippi & Tennessee Railroad at Memphis. This road was later purchased by the Illinois Central.

Mr. Rosson had always had a great love for engines. Before he began railroading, he says, he used to watch the puffing locomotives and wonder how it would feel to have such a powerful thing respond readily to the touch of a hand on a lever.

It was that feeling that led him into the railway service, and when he obtained the position as engine wiper for the M. & T. at Memphis he had the opportunity to examine

the engines to his heart's desire. He wiped, petted and polished them with the tenderness of a caretaker of a fine race horse.

Was Made Engineer in 1889

His interest in engines soon built up a knowledge of the working parts of a locomotive, and in four months he was qualified to accept a position as fireman on the L., N. O. & T. At first he was placed in extra freight service. He was given extra passenger runs later and saw service on all parts of the L., N. O. & T.

In 1889 Mr. Rosson was made an engineer and placed in terminal service at Memphis. He proved his ability as an engineman, and in 1891 he was given a freight run between Clarksdale and Grenada. Two years later he was placed in passenger service on the same run.

Mr. Rosson was seriously injured while in the latter service. A crosshead broke when he was nearing Money, Miss., and a large piece of the metal struck him just above the left temple. It was an ugly wound and kept him in the hospital in a serious condition a little more than a year. He speaks in highest praise of the treatment he received from the company.

He was returned to the same run after his recovery, and continued in the service until 1917, when he was given a passenger run between Memphis and Vicksburg. He continues on that run today.

Webb C. Ball, Watch Regulator, Is Dead

Webb C. Ball, general time inspector for more than 175,000 miles of railroad, including the Illinois Central System, died March 7 at his home in Cleveland, Ohio, at the age of 75. As the originator of time service and watch inspection and the head of the Official Bureau of Railroad Time Service, he was known to railway men throughout the United States, Canada and Mexico.

W. F. Hayes, former assistant general time inspector, has been appointed general time inspector to succeed Mr. Ball. Since Mr. Ball's death the service has been organized with H. J. Cowell in charge of the Cleveland office, Laurence L. Doty at the Chicago office, O. H. Pyper at the Winnipeg office, S. A. Pope at San Francisco, and V. A. Corrigan at the Houston office.

During the late war Mr. Ball installed his system of time service and watch inspection at Camp Funston, at the invitation of Major-General Wood, and this service was gradually extended to other training camps.

Mr. Ball was responsible for the standardization of the watches and clocks by which the railroads of America are operated, and it is his work that has made possible the safe and speedy operation of trains today.

The idea of a time service came to Mr. Ball in 1891 when he learned of a wreck on the Lake Shore & Michigan Southern Railroad which was caused by defective watches in the hands of the train crews. Mr. Ball went to the president of the railroad with the idea, and he was given permission to investigate further the conditions.

Webb C. Ball

In cabooses, Mr. Ball found cheap alarm clocks upon which the conductors of freight trains on some trunk lines depended. Other conductors used watches which were given with the purchase of a suit of clothes. The clocks of the roundhouses and dispatchers' offices had not been cleaned or regulated for years.

Conditions were such at that time that the conductors and engineers were given five minutes on their orders for safety's sake.

Mr. Ball formulated plans that put an end to such dangerous conditions, and he was given the authority to put them into operation. Local time inspectors were appointed for every division, and the trainmen were required to have their watches examined every fortnight. A variation of thirty seconds in fourteen days

meant that the watch had to be repaired or regulated at once. Each conductor and engineer carried a small card on which the inspector wrote the record of the trainman's watch.

The fundamental principles established by Mr. Ball at that time are still in operation. Today, under his regulations, standard railway watches must contain at least seventeen jewels, be adjusted to temperature and also to five different positions. The watch inspection service thus established on the Lake Shore was gradually extended to include 75 per cent of the country's railroads. Mr. Ball also made several inventions of great value to watch makers.

In 1911, he established the Webb C. Ball Company in Cleveland, and in August, 1918, he and some others incorporated the Official Bureau of Railroad Time Service, a non-profit-making body that exercises supervision of time pieces as an aid to safe operation of the railroads. This bureau is Mr. Ball's monument.

Mr. Ball was born on a farm in Knox County, Ohio, and started as an apprentice at $1 a week. After ten years as a jeweler elsewhere, he established his business in Cleveland.

Employes Will Give a Musical Recital

Miss Margaret Smetacek

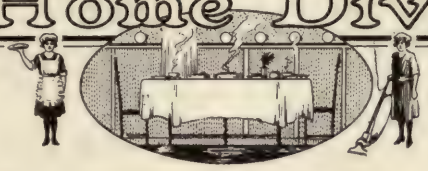
Elmer Berger

Miss Margaret Smetacek, lyric soprano, assisted by Elmer Berger, violinist, and Beatrice Byxbee, accompanist, will give a recital at 8:15 p. m., Tuesday, May 23, in Recital Hall, Fine Arts Building, Chicago.

For the past six years, Miss Smetacek has been in the service of the Illinois Central, and she is well known among the employes. She has served as stenographer during this time with Mr. Fairfield, with Mr. Porterfield, and finally with Mr. Thrower, in whose office she now is employed. Her musical career opened in 1917, when she began studying with R. B. DeYoung of the DeYoung Studios. In the past four years she has made remarkable progress toward a brilliant career as a lyric soprano. This will be her second appearance in recital.

During the twelve years of Mr. Berger's service with the Illinois Central he has made many friendships. He started as office boy in the offices of the auditor of freight receipts, then worked in the statistical and valuation departments and became bookkeeper in the comptroller's office during the Federal Control period. At present he is in the accounting department, in Mr. Blauvelt's office. Although hindered somewhat by illness, he has made a steady progress toward a successful business career. As a musician he ranks high. His musical studies have been carried on diligently since 1903. His early violin instructions were received from H. R. Hoare, but he was forced to give up the studies in April, 1909. In 1911 he resumed his studies.

The Home Division



Edited by Nan Carter

Spring

DEAR WOMAN READERS: Congratulate us, please! No, we are not to be Queen o' the May—we are a year old this month. We feel quite dressed up with the new heading which adorns our columns, the artist evidently intending it as a birthday gift.

This morning we were routed out early by an invasion of the decorators. The spring house-cleaning drive is on! On the way to the train we noticed that a man on our street is having his house painted. The trees have discarded the ermine mantle of winter for the delicate green cloak of spring. Tulips flaunt their gay bonnets, and fat robins hop briskly about. Spring millinery has been in bloom for some weeks.

This is the time of year to shake off our winter lethargy, just as we lay aside our heavy clothes. Everything takes a new lease of life, and it is a good time to renovate our mental houses, to get a new viewpoint, to see clearly how we stand in relation to our respective jobs and to life in general. Are we making progress? Do we learn a little each day? Are we enthusiastic? Our lives become broader and fuller and sweeter as we advance spiritually and mentally. "But I feel all tired out—my nerves are frayed," someone says. There is nothing so soothing to tired nerves as a hike in the park or woods, with nature's restful green carpet beneath our feet and the fragrance of tender earth in the air. A mile on the hoof three times a day will work wonders for a pale, sluggish complexion, and as a "pep" producer it beats any yeast tablet ever concocted. Try it!

Household Hints for Home Makers

If a teaspoonful or two of vinegar is added to the water in which they are boiled, cracked eggs may be cooked without the contents' running out.

Rubbing with turpentine will remove tar stains from clothing.

When mashing potatoes, dissolve one-quarter teaspoonful of baking powder in the milk which is used, and the potatoes will be light and feathery.

Wipe grease from the kitchen range while it is hot, using old newspapers.

Fish may be scaled easily by first immersing in boiling water for a minute.

To make leather waterproof, saturate with castor oil.

Before putting stoves away for the summer, apply kerosene with a rag, and they will not rust.

Nuts will not become rancid if kept in a cool place.

Every Woman's Duty

Chewing a few sprigs of parsley will remove the odor of onions from the breath.

Pat face cream into the pores of the face. This method does not break down the tissues, as rubbing is likely to do.

Cleanliness is essential to daintiness. A warm bath at night takes all the "tired" out after a strenuous day.

Just to Remind You

On "Mothers' Day" last year one of our forgetful girls received a silent reproof when the florist delivered to her mother a box of lovely ferns and plants with the cards of two of the girl's best friends—motherless girls, by the way.

We who are so fortunate as to have mother with us should need no reminder to send her an offering of posies on Mothers' Day. She will appreciate flowers, but don't you stop with the things that money can buy. Much more precious to her mother's heart are those little expressions of affection which cannot be measured in dollars and cents. Slip your arms around her neck and, with her cheek to yours, tell her that she is the dearest, sweetest, best mother in all the world. You may write that on her tombstone later, but she would rather hear you say it now.

Don't forget that May 14 is Mothers' Day.

A Time Saver

When making handkerchiefs with drawn threads, instead of hemming them, finish with the picot edge, which is produced by having

the square of linen machine-hemstitched close to the edge, then cutting off the upper half of the hemstitch.—Miss Eloise Campbell, *Chief Surgeon's Office, Chicago.*

Like Strawberries?

Strawberry Short Cake.—Mix and sift twice 2 cups flour, 4 teaspoons baking powder, ½ teaspoon salt, 2 teaspoons sugar. Work in ¼ cup of butter with the fingers, and add gradually ¾ cup milk. Toss on floured board, pat, roll out, and bake in hot oven. Individual cakes may be made by cutting the dough with a biscuit cutter. Split and spread with butter. Sweeten strawberries to taste, warm and crush slightly. Spread between and on top of short cake, and serve with whipped cream sweetened and flavored.

Rich Short Cake.—Mix and sift twice 2 cups flour, ¼ cup sugar, 4 teaspoons baking powder, ½ teaspoon salt, a few grains of nutmeg. Work in ⅓ cup of butter with the fingers, and 1 well-beaten egg, and ⅓ cup milk. Toss on floured board, roll out, and bake. Split the cake and spread with cream sauce, cover with strawberries which have been sprinkled with powdered sugar, again spread with sauce, and cover with top layer of cake. Cream sauce: Beat white of 1 egg until stiff, add yolk of egg well beaten, and 1 cup powdered sugar gradually. Beat 1 cup thick cream until stiff; combine the two mixtures, and add ½ teaspoon vanilla.

Fresh Strawberry Omelet.—Macerate ½ pint strawberries with powdered sugar for half an hour. Break 6 eggs into a bowl, add a little salt and pepper, 2 tablespoons thick cream, and beat well with an egg whisk or fork. Melt, without browning, one heaping tablespoon butter in perfectly clean frying pan; turn in the beaten eggs, stirring constantly with spoon so that eggs are equally well cooked, keeping soft. Let stand for two or three seconds without stirring; then take part of strawberries and place in center of eggs in pan, then fold omelet in 3 layers; turn the pan on side and slide onto oval-shaped platter. Garnish with rest of strawberries around omelet, placing a row of strawberries on top.—W. H. Huppeler, *Manager, Central Station Restaurant, Chicago.*

Strawberry Fluff.—Soak 1⅓ tablespoons granulated gelatine in cold water, dissolve in ⅓ cup boiling water, strain, and add 1 cup sugar, 1 tablespoon lemon juice, and 1 cup strawberry juice. Chill in pan of ice-water; when quite thick, beat with wire whisk until forthy, then add whites of 3 eggs beaten stiff, and fold in whip from 3 cups cream. Line a mold with strawberries, turn in mixture, smooth evenly, and chill. Garnish with fresh strawberries, sprinkled with powdered sugar.

Strawberry Filling.—Beat 1 cup thick cream until stiff, add ⅓ cup sugar, white of 1 egg beaten until stiff, ½ cup strawberries mashed, and ½ teaspoon vanilla.

FASHIONS

(See Opposite Page)

Illustrated herewith are some typical spring and summer fashions. " 'The flowers that bloom in the spring, tra, la' are not nearly so interesting as the fashions that bloom at that season," says Helen Lydy, employed as a stenographer in the office of H. B. Hull, assistant to the president; and so she has assisted the Home Division by posing in the charming styles illustrated on the opposite page.

No. 1 is a one-piece bathing suit, fiber and wool stripe, long-waisted, skirt short and gathered, color Royal blue. The bathing cape is of Terry cloth bound in silk braid, full length. The cap is of black and white rubber with alternating rows of points.

No. 2 is a three-piece suit of navy poiret. The blouse is of Copen Canton crepe embroidered in navy blue silk and has long bishop sleeves which are revealed interestingly through the large eyelets and beneath the scallops of three-quarter length coat sleeves. The coat lining is of the same material as the blouse. The flowered turban is of harmonizing blue.

No. 3 is a white organdy summer frock; skirt trimmed with large applied roses of organdy, picot edge; neck and sleeves edged with double ruffles of points.

No. 4 is a top coat of "Paris la Mode," a new camel's hair material, with raglan sleeves, long reveres, leather buttons and inverted plait at back. The color is beaver. The very appropriate hat is of sand colored felt, piped in navy blue grosgrain ribbon and with a blue quill; soft rolling brim. Costumes by courtesy of Marshall Field & Company, Chicago.

Not the Cake Kind

Mrs. Newlywed (tearfully, after complaints about sponge cake)—"It's that wretched chemist's fault—he must have given me the wrong k-kind of sponges!"—*London Opinion.*

Glimpses of Spring and Summer Modes

1

2

Our Own Style Show

3

4

Got Splinters in His Hand When Firing

And His Engine Blew Up When He Was Promoted in 1869; Ran First Train at McComb in 1872

By PATRICK GEARY,
Pensioned Engineer, McComb, Miss.

I ENTERED the service of the New Orleans, Jackson & Great Northern Railroad, now the Illinois Central, April 21, 1866. My first trip as a fireman was made April 22, on train No. 1 from New Orleans to Canton, Miss. It was the hardest trip of my life. I was not used to handling pine wood, and I got my hands full of pine splinters. Oh, but they were sore! When I got back to New Orleans I got a rest for a week, then I was O K for solid work for three years.

About July, 1869, I was promoted to engineer. I took out, on a wood train, an engine that had just been repaired at a big expense. I had no conductor. The roadmaster was with me. The master mechanic gave me instructions to let the fireman handle the engine any time I wanted him to. We loaded wood all night near Gullets and started back to Kenner with eight cars of wood, as Kenner was a wood station. We got there about 11 a. m. and had about fifty negroes unloading. The roadmaster, myself and the fireman went to a house to get dinner.

Then the Engine Blew Up

The foreman of the gang came in while we were eating and asked me to move about two car lengths. The fireman said to me, "I will go," and I said, "All right." So he went and moved the train and came back to dinner. He was back about fifteen minutes when we heard a sound like that made by a big cannon. I looked right away through a window, and I saw a part of the boiler up in the air. The engine was blown all to pieces.

There was no telegraph office; so the roadmaster and I got the section men to take us to New Orleans, where I reported the facts. I expected that the event would end my career as an engineer, but the instructions I had to let the fireman handle the engine saved me. The master mechanic said I was not to blame. The cause of the explosion was that those engines had no injectors, only pumps. You could get no water in them when standing still. The ash-pans and dampers were made air-tight. The fireman pulled the damper open when starting and forgot to close it when he stopped.

Patrick Geary

This happened in Superintendent Williams' time. When H. S. McComb got control of the company, he had men and officers come from Wilmington, Del., from the P. W. & B. Railroad. Northbound freight had a right over southbound freight. I pulled one of the "smartest" conductors brought down here, and he was with me on the southbound. There was a meeting point at Terry. The rules were that the southbound should wait half an hour if the northbound did not arrive, run half an hour late until meeting, and then make up the time gradually. When I got to Crystal Springs, the conductor gave me a signal to go ahead.

One Wreck That Was Avoided

I refused to go, and he came to the engine and said: "Why don't you go?"

I said, "Not for fifteen minutes yet."

He replied, "If you don't go, I will hold you responsible."

I said, "All right," and in about fifteen minutes here came the northbound train. If I had pulled out, we would have met just south of Gallman in a curve and a deep cut. When we got to Magnolia, which was a relay, where the assistant superintendent had an office, I went in to see him and told him all about it. He never answered, because this conductor was a kinsman of his. One of the engineers who came down here destroyed seven engines. In fact, they put in a track near the old roundhouse and called it "Randolph's Switch," after him. The imported employes did not last very long.

I am getting back now to railway men. I pulled the accommodation from New Orleans to Magnolia, Miss. We used to lie over at Magnolia. In 1872—I don't recall the month, but it was on a Sunday—we got instructions to get ready and move to McComb as soon as possible. We got up steam and got to McComb the first, turned on the table and turned the combination car. We only had two cars; so I was the first man to run an engine at McComb as a regular train.

Then we had trouble—no place to sleep. We could get a place to eat, all right, but no place to sleep. The Hotel DeSoto had plenty of bed clothing, but no rooms fixed up. We would get in among those blankets and cover up. I could not get a house until March, 1873. The crews on through passenger engines did not stop at McComb for a long time after.

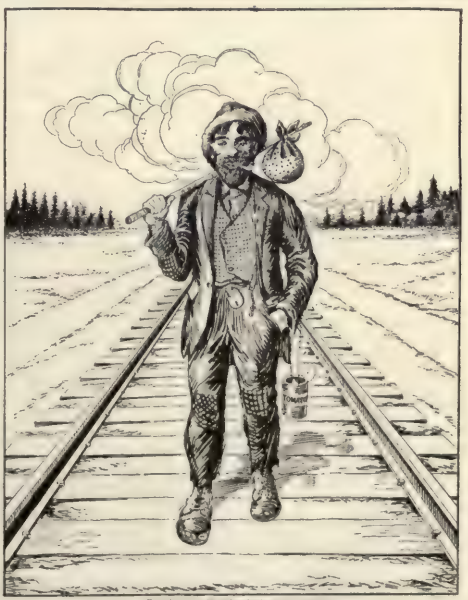
Was Used to Passenger Engines

In Mr. Greener's time as master mechanic a man who claimed to be an engineer came to him with papers recommending him highly. He sent him out with me on a northbound freight. After I coupled the engine to the train I told him to take the engine. He just sat on the seat box and looked at me. So I said to him again, "Pull out," but he never moved the reverse lever and never put a pump on. All engines those days had pumps. I had to take the engine away from him, but he made the round trip with me. When he got back he told the master mechanic he had never run a freight engine; he always ran a passenger engine—but he did not get any job.

Mr. Geary on His Porch at McComb

By the way, the first time I came on the Old Jackson there was a whisky shop at every station from New Orleans to Canton. I fired for men that were first-class in every particular. Then some would go to those saloons and stay while I would do the switching.

I left the service of the Illinois Central February 18, 1905. It was a pleasure to work for the company, but I felt that I would live longer if I got off the engine. The Illinois Central, to my notion, is the best railway company in the United States to work for.



"One thing on the railroads that isn't regulated"—reproduced from the February issue of The Iron Trail by permission of Bruce V. Crandall, the editor.

Successful Homecoming at McComb, Miss.

Parade of Illinois Central Employes Featured Opening Day of Recent Semi-Centennial Celebration

McCOMB, Miss., well known on the Illinois Central System, celebrated its fiftieth anniversary as an incorporated city the week of April 3-9. It was homecoming week for former residents of McComb and friends who have a warm spot in their hearts for the progressive little city on our Southern Lines.

April 5 was the date of the incorporation of McComb, but the enthusiasm of the residents for their home town was far too great to celebrate only the one day. Each day of the week was set aside, and plans for the entertainments were placed in the hands of the various industries and organizations of McComb. A chairman was chosen to have charge of each day to see that the program as planned by his organization was given as smoothly as possible. The expense of each day was borne by the organization which had charge of that day.

Monday, April 3, was Railroad and Industrial Day. John A. Jones, engineer of the Illinois Central, was chairman of that day. He had the support of all the employes of the Illinois Central at McComb, and an elaborate program was planned.

Parade Showed Railway Work

The week of festivities began at 10 o'clock that day with a great parade of many floats representing the various phases of railway work done in McComb.

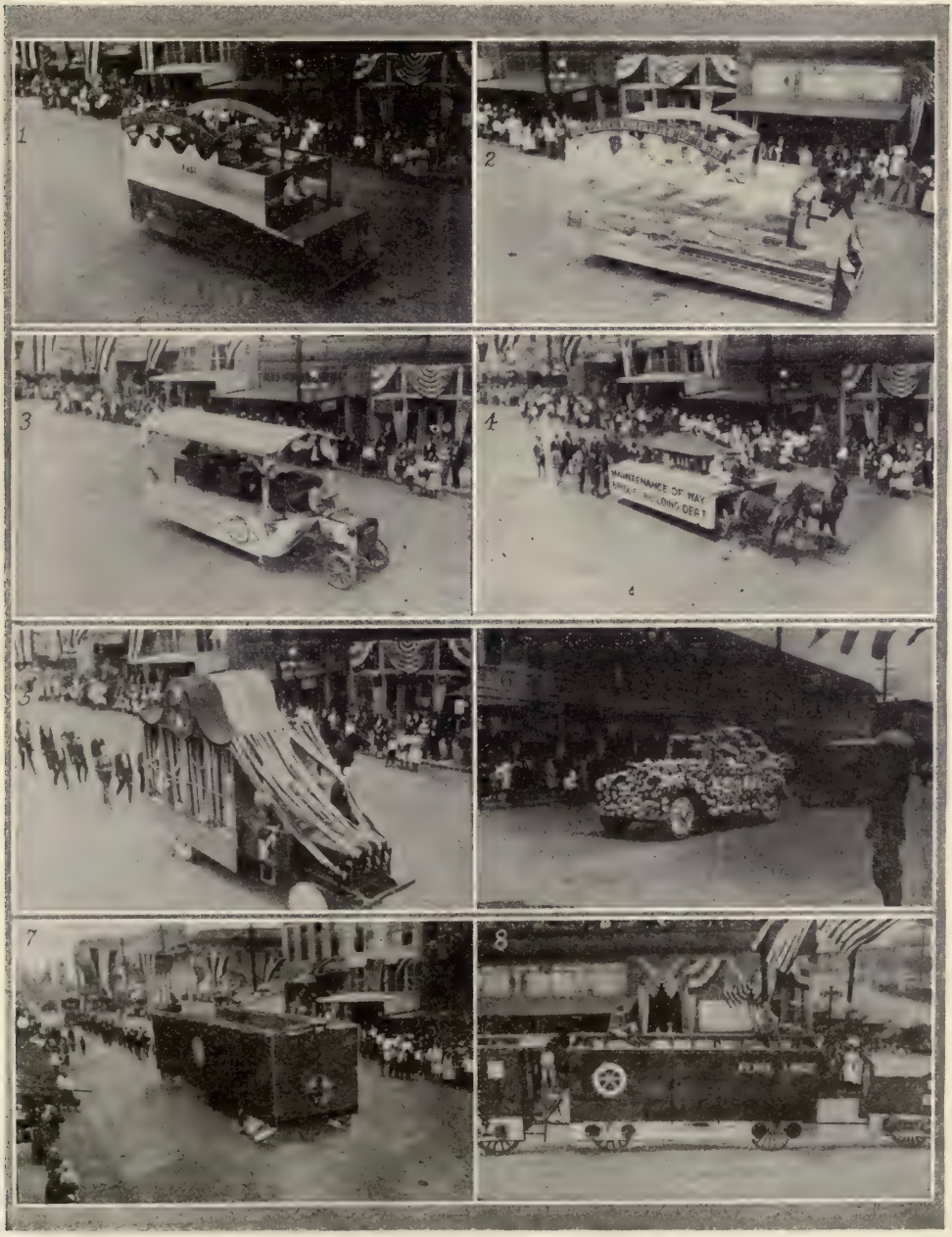
Main Street was profusely decorated with flags and bunting that morning. The street was lined with visitors who were nervously waiting for the approach of the much-talked-of spectacle. The number of spectators was estimated at 10,000.

The parade that passed was one of which a city five times as large as McComb might well be proud. The many floats were professional in character and design, and plainly showed that competent workmen did much conscientious work on them.

Three floats at the beginning of the parade represented the past, present and future of the Illinois Central shops at McComb. The first was a painting of the small beginning there; the second was a diagram of the present railway property, and the last was a dream-picture of what the Illinois Central would have at McComb in the future. The last of the three floats showed a great increase in the size of the shops. Large buildings surrounded an immense station, and airplanes and balloons were rising and landing near hangars on the Illinois Central grounds. The three floats

The Train That Was in the Parade

OUR PARADE AT McCOMB APRIL 3



Some of the floats: (1) *and* (2) *floats representing the past and future of the Illinois Central Railroad's property at McComb;* (3) *railway clerks at work;* (4) *a modern Illinois Central station;* (5) *the machinists' offering;* (6) *Ladies' Auxiliary of the B. of L. F. & E.;* (7) *a full-size refrigerator car;* (8) *center section of the train float.*

were the product of the paint department of the shops at McComb, and many compliments were expressed concerning the idea and the splendid workmanship.

Showed Old and New Stations

The maintenance of way and the bridge and building departments represented their work by two floats. The first was a miniature station, illustrating the style of building that was formerly erected by the Illinois Central System, and the second was a small station of the design of the present-day buildings of the company. The first float was labeled, "The Old Way"; the second, "The New Way."

The machinists were there with a machine shop in full progress, and the boilermakers sprayed the streets with sparks from a piece of metal which was being savagely attacked by an acetylene welding torch.

The engineers, firemen, car carpenters and conductors combined forces, and constructed a train for the parade. The engineers had charge of the engine; the firemen, the tender; the car carpenters, the box car and a refrigerator car; the conductors, the caboose. The refrigerator car was full-size and bore a striking resemblance to the real thing. After the parade, the train was left at the side of a street where it was on display the entire day.

The motor car department was represented by a float which illustrated the old and the new ways of going to work. An old type hand-power car was followed by one of the new motor cars.

The railway clerks constructed a miniature office, and several of them were on the float busy at typewriters, papers and ledgers.

The kiddies of McComb swarmed about two clowns who kept things lively during the morning.

Speakers Praised Illinois Central

The Illinois Central System was highly praised in several short talks that afternoon. Some gave our railroad most of the credit for the growth of McComb.

Illinois Central speakers that afternoon were: T. J. Quigley, superintendent; E. C. Roddie, master mechanic; James McGuire, veteran passenger engineer, and John A. Jones, chairman of the day.

Mr. McGuire has never made his home in McComb, but his son is chief clerk to Superintendent Quigley. Mr. McGuire assured the people of McComb that the Illinois Central is the best railroad in the world and would continue as such. He pointed out that the management is always just to its employes and meets them halfway on all occasions.

During the afternoon there were various contests on Main Street. There were a fat men's race, a girls' race, a boys' race, a pig-calling contest, boxing matches, a volley ball game and a tennis match between employes of the Illinois Central and a town team. Main Street was closed to traffic so that the contests could be held where there would be plenty of room.

Community Dance in the Evening

In the evening there was a band concert and a community dance on Main Street. Hundreds of persons took part in the dancing, and the sidewalks were jammed with on-lookers. The dance started with a grand march, followed by an old-fashioned square dance and a waltz, and then the young folks were permitted to enjoy some of the modern dances.

Tuesday was called Commercial Day. All the commercial interests in McComb combined their efforts to make the parade and program of that day as great a success as those of the preceding one. The parade consisted of floats of most of the stores in McComb from the oldest to the most recent. Many souvenirs were distributed from the floats. A baseball game followed the parade in the afternoon, and that night Main Street was again the scene of dancing.

Wednesday, Anniversary Day, was the feature day of the week. The mayor of McComb proclaimed it a general holiday, and all joined in to make merry. A general parade was held in the morning. In the afternoon the school children of McComb gave a historical pageant of the life of McComb. The pageant was repeated that night.

Celebration Closed Sunday, April 9

The school children of McComb had charge of the program Thursday, and about 2,000 of them participated. Motion pictures were made of the parade that morning. A girls' track meet was held on Main Street in the afternoon, and various amusements entertained the people that night.

Friday was Fraternal Day. There were

The Young Folks Enjoyed the Clowns

many attractions on Main Street in the morning. The parade in the afternoon was under the auspices of the various fraternal organizations of the city. The local post of the American Legion led the parade and it closed the day's festivities with a dance that evening.

The farmers of Pike and near-by counties had charge of the activities of Saturday, Farmers' Day.

Sunday was called Church Day, and a special service was held in all the churches during the morning. In the afternoon a memorial address was given by the Rev. J. H. Mayfield at the cemetery. All the graves of the cemetery were decorated that afternoon as a tribute to those who had guided McComb through its infancy.

The idea of celebrating McComb's fiftieth anniversary was originated about the first of February by the Exchange Club of that city. The work of organization was completed within a month, and then the work on the floats started. The McComb Board of Trade was active in perfecting the organization.

Made Record in Extraction of Drawbars

In calling attention to a statement showing the record of his locomotive engineers for the thirteen months from October 1, 1920, to October 31, 1921, Superintendent J. W. Hevron of the Illinois division points out that thirteen of them handled freight trains during this period more than 20,000 miles each and extracted only one drawbar apiece.

"When we take in consideration the tonnage handled on the Illinois division—the heaviest on the system—and the large number of passenger trains operated, necessitating side-tracking these trains for them, I consider it a remarkable record and one, I believe, that cannot be excelled by any division on the system," Mr. Hevron writes.

"You will note that two of these engineers, R. W. Hall on the Chicago district and W. Bates on the Champaign district, have made a mileage equal to almost one and one-half times the distance around the earth at the equator and extracted only one drawbar."

The 13-month mileage of these engineers is as follows:

Name	Miles Run
R. W. Hall	35,263
W. Bates	35,080
C. Peterman	32,854
G. F. Hauersperger	31,449
F. Dunlop	30,752
E. R. Bemisderfer	27,430
J. J. Arie	26,476
P. Farrell	26,124
R. E. Dallas	24,684
E. E. Pickering	24,008
A. F. Ulrich	22,559
C. Shauger	22,090
P. J. Scanlon	20,593

Hospital Department

It Pays to Take Good Care of Your Feet

TWO good and faithful servants are the feet. They carry us wherever we may wish to go and at such a rate of speed as is consistent with their structure and speed limitations, uncomplainingly bearing such additional loads as their owner cares to put upon them.

When properly covered and cared for the feet can "carry on" for many years and give the service demanded of them, but when they are improperly cared for and confined in tight fitting, improperly constructed shoes the foundations for trouble are laid, the muscular and ligamentous structures begin to sag and weaken, and the result is flattening of the arches and other signs of weakness.

Did you ever stop to think that your feet are closely confined in leather coverings all day long and have no chance to "breathe," that nine out of ten times they are shut up in improperly fitted shoes and subjected to pressure and strain which make their work doubly difficult?

Draw an Outline of Your Foot

Just place your bare foot on a piece of blank paper some night and trace its outline with a pencil, standing meanwhile so that the weight of the body is placed upon the foot; now take your shoe and compare its outline with that traced upon the paper. Does not this make you realize how you have been mistreating your feet all these years?

Of course you yourself can reform and buy some properly fitting shoes, and it is to be hoped that you do, but in any event be sure to give your children the benefit of your newly acquired knowledge to the end that they may have healthy feet and escape the suffering through which you have gone.

Now let us make such a tracing as has been suggested and right alongside it show the shape of the shoe often worn today.

Figure 1 in Illustration A is the tracing of the natural outline of the foot made while you are standing upon it—that is, while it is carrying the body weight.

A

Fig. 1 Fig. 2 Fig. 3

Figure 2 in the same illustration is a tracing showing the shape of the majority of shoes worn today. Comparing the two, as in figure 3, the natural foot being in dotted lines and the shoe drawn solid, gives us a startling revelation on the subject of foot comfort. As absurd as it would seem to be, this picture shows what nine-tenths of us have been doing all these years, and then wondering why our feet hurt so much, why we have so many corns, bunions or callouses.

Why the Feet Break Down

Aside from the production of corns and other callosities, this improper footwear causes other, deeper and more lasting evils which result in the breaking down of the feet and the comparative crippling of their owner. In order to understand why these conditions result a drawing and description of the foot will be necessary.

Illustration B shows: Figure 1, bones of the foot; figure 2, section through bones of the foot (longitudinal).

Each foot consists of no less than twenty-six small bones held together by ligaments and muscles. The fundamental fact to be remembered in the care of the feet is that these muscles perform their function only when given a chance to act, an opportunity which is denied them when tight or improperly shaped

shoes are worn. A look at the illustration of the bones of the foot will show that they are arranged so as to allow for a considerable degree of action aside from the regular function of keeping the body from falling forward, a succession of such falls or relaxations constituting the act of walking.

In observing the illustration of a longitudinal section through the foot-bones, one notices the marked arch in the sole and, to a less extent, the transverse arch across the ball of the foot. It is by improper and restricting shoes that these arches and the muscles which control them are weakened and the foot flattened so that all the spring is taken out of the act of walking. This is not the only important reason for the conservation of these arches; they also help to relieve the joints above them of jar and further protect the underlying nerves, blood vessels and lymphatics, which are subjected to undue pressure when the arch is lost and pressure thus produced. The muscles act like the string of a bow and, by contracting, resist the tendency of the weight of the body to break the arch down.

Muscles of Toes Important

The muscles to which particular care should be given to insure freedom of action are those of the toes, and the preservation of their function by properly fitting shoes is one of the fundamental principles in the care of the feet. Stand up and grip the floor with your toes—that is, dig into the floor as if trying to pick up an object with them. This is the action which should be practiced in walking properly; it is of equal importance with the ankle action upon which the majority of people depend. Disuse of these toe muscles leads to their weakening. After a lapse of years, by failure to support the foot arches, one becomes flat-flooted.

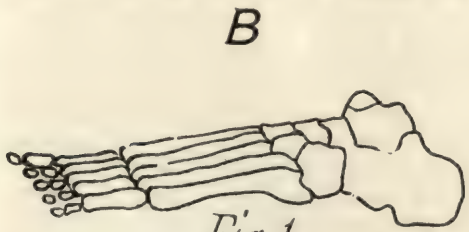


Fig. 1

Fig. 2

Shoes should be flexible enough to permit of the use of the toe muscles; otherwise the act of walking will be carried on entirely by the muscles which act upon the ankle joint. When the toes are squeezed together in the ordinary type of shoe, their freedom of action is interfered with and the foundation of future foot troubles is laid.

Many other matters should be considered in the care of the foot, such as washing, keeping the nails trimmed and cleaned, changing the hose daily and going barefooted as much as possible, but only the fundamental principles from an anatomical standpoint will be considered at this time. Briefly, then, the care of the feet consists of: (1) the use of properly fitting shoes, (2) avoidance of anything tending to interfere with the circulation of blood in the foot and (3) the training and use of the toe-muscles of the foot, so as to keep them strong and active.

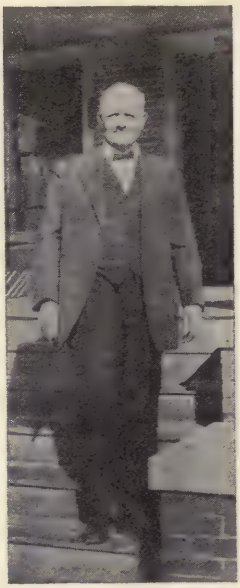
NIGHT IN JAPAN

It is 10:30 o'clock. A watchman is somewhere in the neighborhood: I can hear his clack, clack as he strikes two pieces of wood together in the cadence, taa, taa ta taa taa! Our three servants, all women, are in the next room, on the other side of the paper sliding walls, chattering and laughing, though they are quieting down as if they would not object to my stopping the clatter of this typewriter and allowing them to go to sleep. The watchman is farther away, but his clack is just as regular. A noodle man in the distance, a couple of blocks down the street, can be heard. His is the flute heard in the orchestration of the Japanese Sandman. His bamboo flute can be heard after the last midnight tramcar has crashed and clanged at break-neck speed on its final run, empty except for an occasional newspaper man or a sake-laden night owl who has to be awakened by the young conductor. Lights in the priest's house on the bank on the other side of our garden can be seen only through a narrow crack in the amada, or outside sliding walls; ours, contrary to all custom, are of glass and leave the house open to the gaze of prowlers and neighbors.—*In a letter from B. G. K., Tokyo, Japan.*

ACCIDENT AND INJURY PREVENTION

M. Sheahan's Men Set a Safety Record

THE laurels for the prevention of personal injuries and stock-killing at present belong to M. Sheahan, trainmaster and road supervisor, and his men on the Rantoul district of the Springfield division, who have passed through an entire twelve months without a single injury or a single head of stock killed on the right-of-way. Working under the jurisdiction of Mr. Sheahan are twelve section gangs, two regular local freight train crews, one regular passenger train crew and the forces at sixteen stations, all of whom have participated in this achievement.



M. Sheahan

This is, indeed, a wonderful record. Mr. Sheahan, upon being asked to explain for the benefit of others how this remarkable record was attained, gave the following explanation:

"I have been engaged in railway work for forty-two years in various departments. During this time I have had charge of a great many men engaged in work of a more or less hazardous nature. My observations have been that most personal injury accidents are due to carelessness. Men are not purposely careless, however. But personal injuries are usually the result of lack of foresight and thoughtfulness. No one wants to be injured or to see anyone else injured.

"I have always had a horror of personal injuries from a humane point of view as well as when considering the unnecessary expense to the company due to such unfortunate accidents. By keeping the subject of safety constantly before the men and by explaining to them the possibility of disastrous results from taking chances, I find that they are more than willing to co-operate in safety measures.

"Some men are naturally careful. Others apparently are naturally thoughtless of their own safety and of the safety of others. The safe man will take care of himself; if he is given to understand that his aid is earnestly solicited, he will also take care of and protect the men with whom he is working who are not so quick to foresee danger.

"The men of my district are responsible for the prevention of accidents. All I have done is to endeavor to call their attention to any lax practices and teach them to do work without hazard of accidents, to plan their work ahead to foresee and avoid dangerous results, and particularly to avoid haste at the sacrifice of safety. The more experienced employes have assisted in teaching the younger men; in fact, all employes on the district, particularly the older employes, have assumed responsibility along these lines, which has been responsible for the absence of accidents and of stock killed during the past year.

"Our engineers are in a large measure responsible for our success in preventing stock from being killed. They are constantly on the lookout for stock, and, when it has been necessary to do so, they have stopped their trains to avoid striking animals on the track. The section men have also done their part by keeping the fences in the best possible condition."

Flipping

How often do you swing on a train after it has started to move? Probably with about one-third the frequency that you swing off before it has stopped.

Getting on in this fashion is the more dangerous, no doubt. But either practice is bad enough. In six years, the records of the Interstate Commerce Commission show, 450 persons were killed and 6,857 injured getting on and off in this fashion.

Such statistics mean little. This week one conductor on the Northwestern was seen on three different occasions to pull would-be passengers back from certain injury, when they had tried for the moving step and swung under. If he had not been on the watch an accident would have been, in our judgment, certain in every case. And one of the reckless three was a girl.

The temptation to try getting on at the last second is considerable. But swinging off before the train has stopped is in ninety-nine cases out of a hundred simple asinine. It offers no excuse.

What good to the average citizen is a second of time saved? What will he do with it when he has saved it?

There are many expensive ways of being foolish. But getting on and off moving trains is likely to be one of the most costly, for the least possibility of return.—Chicago *Herald and Examiner,* March 10.

A Safe Motor Car

The snapshots herewith, sent in by J. R. Mann, claim agent at Clinton, Ill., are of a motor car in service on the Springfield division assigned to a bridge and building gang under Foreman J. R. Craig.

It will be noted that this car is equipped with a substantial guard made of 1-inch piping, so placed on the car as to prevent the riders from falling in front of the car in case of derailment or other sudden stop and at the same time providing a good hand hold for the riders.

In addition to this safety appliance, the flywheel on the car is protected by a screened guard to prevent accidents due to having hands, feet, tools, etc., become entangled in the flywheel while it is in motion.

With these safeguards, it would seem that every reasonable precaution in a mechanical way has been taken. However, as a further precaution against accident, an effort has been made to elicit the interest of the gang in this worthy cause by placing a conspicuous sign on the rear of the car showing the number of days that has elapsed since a personal injury occurred in the gang and the total number of personal injuries the gang has had during the present year. The sign is provided with spaces so that the figures may be inserted each day, which enables the foreman to keep it up-to-date.

While only a few of the cars on the division have been equipped in this manner, Roadmaster Russell and Motor Car Repairman McAboy are planning to improve them all.

A Motor Car Equipped for Safety

What Patrons Say of Our Service

Had a Good Night's Sleep

Paul J. Bierman, adjustor, 1609 Railway Exchange, St. Louis, Mo., recently wrote the following letter to President C. H. Markham:

"You will doubtless receive many letters of complaint at your service, but my experience and observations of it were so excellent that I desire to write you a letter of commendation instead.

"I left Memphis, Tenn., about 10:10 p. m., on February 26, arriving in St. Louis about 7:20 a. m., on the 27th, and I do not know when I enjoyed a night's sleep in a Pullman as well as I did that night. I attribute this to two reasons: first, exceedingly good work on the part of the two engineers who handled the train between Memphis and St. Louis and, second, a good roadbed.

"The quietness and ease with which your train was handled by the engineers was so marked that neither my wife nor myself was disturbed once during the night. This was in such marked contrast with the way in which trains of other lines which we traveled throughout the South were handled that I determined that I would write you a letter at the first opportunity, calling your attention to the good work which these two particular engineers are doing to build up that most valuable asset which any business institution can have—the good will of its patrons.

"It is needless to say that, wherever possible in future, I shall give the Illinois Central preference when traveling, as I take it that the work of these two men is but a sample of the service which you are giving."

Praise From a Tour Leader

The following letter to President C. H. Markham is from J. O. Joslin, member of the Travel Club of America, Newark Valley, N. Y.:

"I have just returned from my winter tour of nine weeks, conducting a party of twenty-five persons. We left New York February 1 by ship, via Havana, the Panama Canal, to San Francisco, then four weeks' sight-seeing in California, returning via New Orleans.

"It was my privilege and pleasure to use your line and your splendid train, the Panama Limited, leaving New Orleans, 12:30 p. m., April 3. The train is splendid and the service the best. After such a long trip, everyone was somewhat tired of the long ride, and it was refreshing to find a train so superior to any we ever used. The dining car service stands out; members of my party were all talking about the food and the service; we have never found its equal in all our travels. I want to thank Mr. Greenberg, the steward, for his attention and the way he cared for my people.

"I am a ticket agent of the L. V. R. R. and organize and conduct two or three tours a year under my own name and management. You will hear from me again in my tours."

A Word for Our Western Lines

The following letter to J. V. Lanigan, general passenger agent at Chicago, is from B. B. Clarke, editor *The American Thresherman* and *Farm Power*, Clarke Publishing Company, Madison, Wis.:

"This letter is not written soliciting advertising, much as you are losing by not being represented in our publications, but simply to tell you of a most pleasant trip which Mr. Parkinson, our advertising manager, and myself enjoyed between Freeport and Sioux Falls last week over your road.

"The Illinois Central's branch between Madison and Freeport is not supplied with what you might call 'trains de luxe'—in fact I have heard it referred to as the 'jerk-water'—but every official, from the agent in Madison, who secured our reservations, to the porter on the last Pullman, including the dining car service, could not be improved on. It seemed like a real pleasure for everybody to try to contribute to the comfort of the passengers, not with a hand behind them, but with a real desire to be of service to their patrons.

"The conductor in charge of the through train at Freeport in a very friendly way told us right where the sleepers would stop, and assured us that we had plenty of time to board the train. The sleeping car conductor was equally as courteous, and the porter took pains to tell us just when we arrived and just when we could return from Sioux Falls, for we were making a flying trip to that city. He very courteously offered to secure our

reservations and told us how late we could sleep in the morning and still get breakfast.

"In the dining car, the steward was to the manner born, and seemed pleased when we assured him how much we appreciated those little attentions which can neither be bought nor sold. In every instance there was never that air of 'cut and dried' attention, with a suggestion of a 'shake-down,' but a policy of courteous treatment so plainly a part of a master hand was executed to the minutest detail, the like of which I have seldom seen equaled and never excelled by any road.

"It is as great a pleasure to tell you these things as I am sure it will be for you to realize the facts. It's the biggest asset for the outlay that can be offered in the business world—courtesy and kindness always."

Handled Message for a Patron

The following letter to M. L. Costley, general freight agent at New Orleans, is from George Schaad, Jr., district manager of the Southern Hardwood Traffic Association:

"I wish to take this opportunity of expressing my appreciation of the service rendered by one of your employes. Due to a mix-up in reconsigning instructions given the writer by the Freiberg Mahogany Company, located at Harahan, it was absolutely imperative that I get hold of this concern over the phone, in order to straighten out the instructions and determine the correct point to which the car was to be diverted.

"I found that the Freiberg Mahogany Company's phone was out of order and would likely be out of order all day, and I called your Harahan office and explained my predicament to Joseph Ernst, assistant general car foreman at Harahan, who very kindly agreed to send a messenger to the Freiberg Mahogany Company, located a considerable distance from his office.

"This was an unusual service for a railway employe to be called upon to perform, and I wish to take this means of expressing to you my appreciation, as well as that of the Freiberg Mahogany Company, and if, at any time, I can be of service to you or your company, please do not hesitate to call on me."

Good Care After Missing Train

The following letter to President C. H. Markham is from Harry Goldstine of Harry Goldstine & Company, valuators of real estate, 111 West Washington Street, Chicago:

"Knowing only too well the many complaints that are lodged with a railway company in the course of its business, I feel that it is no more than fair to acquaint you with an incident happening to the writer while going over your road.

"On the 19th of February I left Chicago for Hot Springs on the 6:15 p. m. train, which was due to lie over in Memphis for about thirty minutes, at which point the diner was disconnected. The train was somewhat late, so that the stop-over was probably only about ten minutes. The writer and his wife and two other gentlemen were in the diner for breakfast. We advised the steward that it was our desire to get through and get back into our car before the diner was taken off. Through some misunderstanding this did not happen, and we were left at Memphis, as our train had pulled out with all our baggage, etc.

"After a series of inquiries we were fortunate enough to meet Colonel A. H. Egan, your general superintendent at Memphis, who came to his office on Sunday morning, and more efficient co-operation and prompt service to make us comfortable and remedy the situation could hardly be imagined. Transportation, proper wearing apparel, luncheon and entertainment until we could leave for our destination were provided so quickly that one would almost have assumed that the untoward circumstance had been anticipated.

"I can only express to you, on behalf of myself and the party, our appreciation for the courtesies extended."

A Rotary Club Special Train

The following letter to General Superintendent W. S. Williams of Waterloo, Iowa, from C. A. Morris, president of the Waterloo Rotary Club, has to do with the special train operated by the Illinois Central to the Rotary Clubs' convention at Sioux Falls, S. D., March 21 and 22:

"The service accorded the Waterloo delegates to the Sioux Falls Rotary Conference by the Illinois Central Railroad and its employes was of such an advanced type that I hardly feel competent to describe it in words.

"Our train, as big and grand as it was, was made as wieldy as an automobile or a canoe, through the efforts of the men running it to cater to every whim of the passengers.

"In speaking for our club, I wish to name on the honor roll, together with many others, our brother Rotarian McCabe, Sullivan, Gray, Buckley and the young man who I believe in-

Rotary Club Special Train at Waterloo, Iowa

troduced himself as a traveling passenger agent for this district.

"The attention of General Electrician Keisling, his assistant, the inspector of dining car service, who was in evidence in the dining car, the brakeman, conductors, employes of the Pullman Company and, in fact, everyone with whom we came in contact was most commendable.

"I cannot help but believe that the growth and success of a railroad having for its slogan such true and unselfish service to patrons as was shown us is assured.

"It is indeed regrettable that you could not be with us in person to participate in our enjoyment as well as note the appreciation of others.

"In conveying the thanks of our club, please do not overlook any person that contributed to the success of the trip. It shall always be our desire to reciprocate in some manner or other."

Y. & M. V. Pleases Rotary Club

The following letter to President C. H. Markham is from John J. Heflin, president of the Memphis, Tenn., Rotary Club, and W. J. Prescott, chairman of the club's convention committee:

"Last week the Memphis Rotary Club traveled by special train over your road to Baton Rouge, La., and return. We received such splendid co-operation and such excellent service from P. W. Bell of the passenger department and Colonel Egan and Mr. Feeny of the transportation department that we want to advise you, as head of the road, how completely satisfactory our experience was. Memphis has always felt very friendly toward your road, and our appreciation of it is even greater than it has been heretofore.

"Assistance of importance was given us also by Mr. Dubbs at Greenville and the Y. & M. V. offices at Baton Rouge. We lived on the train for three nights and two days. Everybody is delighted with the trip."

Pleased With Rotary Club Trip

The following letter to J. V. Lanigan, general passenger agent at Chicago, is from W. C. Stevens, vice-president of the Rockford (Ill.) Rotary Club:

"Rockford Rotary Club has just returned from a conference of the Twelfth District of Rotary held at Decatur. The trip was made over your lines, and it is our desire to make some acknowledgment of the treatment received from Illinois Central men.

"We all feel that we have never taken a similar trip where everyone was so anxious and so willing to make everything comfortable and satisfactory.

"We wish in particular to acknowledge the courteous treatment and help in making our arrangements received from Mr. Wheeless and his assistants in your local office. Their efforts relieved the making of arrangements, securing tickets, etc., of the burdensome annoyance usually experienced by the persons having such an expedition in charge."

Praise from a Traveling Man

Barney E. Mead of 1419 Stet Street, Little

Rock, Ark., recently wrote as follows to President C. H. Markham:

"You invite criticism. If I had any against your service, I would be just as anxious to voice it as I am to write this.

"Last week I was riding on train No. 33 from Crystal Springs, Miss., to Fernwood, Miss. Something came up to mar my pleasure and to cause me to lose two days in my route. There was a conductor on this train whom I afterward learned was A. E. Broas. This gentleman helped me to get right in my trouble, which was something outside his duties as a conductor of the train. I have been a traveling man since 1909 and have traveled thousands of miles with as many different conductors, but never in my road experience have I met such a true gentleman as this man.

"This little incident has made me a booster for the Illinois Central, and I shall, whenever possible, patronize its lines. I further wish to say that I believe the Illinois Central is fortunate in having a man of this caliber on its trains."

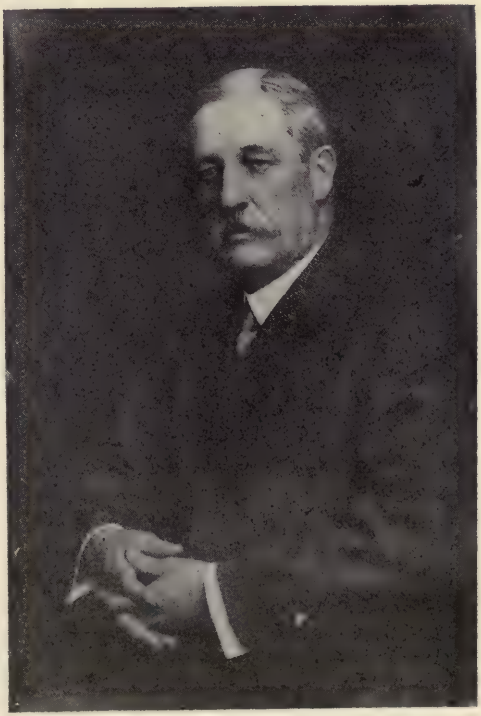
John D. Ladd, Agent at Cairo, Ill., Dies

John D. Ladd, agent at Cairo, Ill., for thirty-two years and an employe of the Illinois Central System for almost half a century, died at St. Mary's Infirmary at Cairo, Tuesday, March 28, of angina pectoris following influenza. Mr. Ladd was 68 years old and one of the best-known and best-liked employes of the Illinois Central System.

The funeral services were held at the First Presbyterian Church at Cairo, Friday, March 31, conducted by the Rev. William J. Thistle, the pastor, assisted by Dr. William P. Pearce, pastor of the Cairo Baptist Church. The floral offerings which were banked in the church testified to the respect in which Mr. Ladd was held by the people of Cairo. The sixteen active and honorary pall-bearers consisted of prominent Cairo business men and the following railway representatives: W. L. Gillespie and Al Steele of the Illinois Central forces at Cairo; J. H. Jones, pensioned ticket agent of the Illinois Central; H. E. Fitts, agent of the Mobile & Ohio, and John E. Luby, agent of the Iron Mountain.

A special Illinois Central train carried the funeral party to Villa Ridge, where the burial took place.

Among the out-of-town representatives of the Illinois Central who attended the funeral were J. F. Porterfield, general superintendent of transportation; R. B. Goe, supervisor of weighing and inspection; J. F. Shepherd, auditor of freight receipts; W. Atwill, superintendent of the St. Louis division; J. M. Walsh, superintendent of the Memphis division; William Smith, Jr., assistant general freight agent, St. Louis; F. D. Miller, assistant general passenger agent, St. Louis, and W. H. Rhedemeyer, agent at East St. Louis, Ill.



John D. Ladd

Mr. Ladd's death came almost without warning. He was at his desk Saturday, March 25. The next day he contracted influenza. Angina pectoris developed, and Monday he was moved to the hospital. His condition was not considered serious until Monday evening.

He is survived by his widow and one son, John H. Ladd of Los Angeles, Cal. Another son, Walter, was drowned several years ago at the age of 16. Mrs. Ladd, who had gone to Rochester, Minn., a few days before with

her sister, was not able to reach Cairo before the death of her husband.

Mr. Ladd was a member of the Railroad Agents' Association and of Lodge No. 51 of the Knights of Pythias. The members of the latter attended the funeral in a body.

Mr. Ladd's career was described in the October issue of this magazine, in connection with the stories of four other veterans of the St. Louis division. He was a native of Grayville, Ill., and a graduate of Mayfield College, Mayfield, Ky. He learned telegraphy at the age of 19 and entered the employ of the Paducah & Memphis Railroad (now the Illinois Central) at Paducah, Ky., in 1873. There he became one of the first telegraphers in the country to learn to read the messages by sound. He went to Cairo from Memphis in 1884 and was made agent at Cairo in 1890.

Mr. Ladd's success as agent at Cairo can be understood from the following editorial which appeared in the March 29 issue of the Cairo *Evening Citizen*:

"It is going to be hard to adjust ourselves to the fact that John D. Ladd has passed away. For years he was very much a factor in this community, more especially in railway circles, so that when any matter came up regarding railway service, the question was asked, 'Have you seen Mr. Ladd?'

"For a third of a century Mr. Ladd served the Illinois Central Railroad here as its agent. The word 'served' should be emphasized in this statement, for to him serving meant giving all that there was in him. He was the dean of the railway agents of Cairo, and yet in his position of representative of the railroad here he was fair to other agents, helpful often, but always loyal to his own line. To John D. Ladd, living meant promoting the interests of the Illinois Central Railroad.

"Entering the service of the company when a young man of 20, after nearly fifty years in the company's service he was looking forward to the time when he should retire under the rules of the company. Although we miss him from our community, miss him deeply, perhaps it is fortunate that he died in the service of his company. To have stood aside and watched others do the work in which he had always occupied the central position, would not have been an easy task for him.

"Certainly of him it can be said, 'Well done, thou good and faithful servant.'"

Joe Weir, 28-Year-Old War Veteran, Dies

Joseph A. Weir, Jr., 28 years old, known to his hundreds of friends simply as "Joe," died suddenly in Chicago early Tuesday morning, March 21.

Joe was a veteran of the World War, a member of Battery A, 114th Field Artillery, 30th Division. He served as a private through all the major campaigns in which the Memphis battery was engaged. His conduct as a soldier was of such nature as to win the approbation of his superiors. Of a pleasing personality, he made friends with all whom he knew, and his cheerful and buoyant spirit did much to maintain the morale of the battery during the hectic days of struggle in France.

In civil life, as in his military career, he made friends easily. At the time of his death he was employed as a correspondence clerk in the office of the vice-president and general manager at Chicago. For several years, with the exception of the time he served in the army, Mr. Weir was employed in numerous capacities in the office of former Superintendent V. V. Boatner at Memphis. Two years ago he was promoted to the position he held at the time of his death.

J. A. Weir, Jr.

Joe was a great promotor of clean sports and was manager of the operating department baseball team in 1921. He was a crack bowler and finished among the winners at the office tournament recently held in Chicago.

Funeral services were held in Memphis, Thursday, March 23. The requiem mass was celebrated at St. Mary's Church, and burial was in Calvary Cemetery. He is survived by his parents, Mr. and Mrs. J. A. Weir, Sr., and three brothers, Raymond, Herbert and Manning. A view of the floral tributes was sufficient to distinguish the lad as one who was well thought of and liked by his multitude of friends.

Maintenance of Way Department

Material Means Money Save It

Track Spikes

A pin a day is a groat a year—
A track spike saved is two cents clear.
—Poor Richard III.

A track spike costs only slightly more than 2 cents, and for this reason it perhaps does not appear to be a very important item of expense to the average employe. Yet during 1920 and 1921 the Illinois Central and the Yazoo & Mississippi Valley railroads purchased 19,087,-260 track spikes at a cost of $389,271.21, an average of 9,543,630 spikes a year. On the basis of 300 working days a year, 31,612 spikes were used every day, or enough to spike two and one-half miles of track. A crew working eight hours a day and 300 days a year would have to drive an average of sixty-six spikes a minute to use this amount.

A daily expense of $648.78 for track spikes should be large enough to convince the most skeptical that they form a substantial portion of the maintenance expense, yet from the very large number of serviceable spikes found in the scrap and scattered along the right-of-way it is evident that the possibilities for economies in their use are not fully appreciated. The illustration shows a part of fifty-five barrels of spikes reclaimed from scrap at Burnside in three months. These fifty-five barrels contain a total of 77,000 spikes.

More than 300,000 track spikes are reclaimed annually from scrap at Burnside, representing a value of more than $6,000. It is significant that thousands of these spikes have never been driven in a tie, and their presence in the scrap is due to gross carelessness. While the majority of the spikes have been used, more than 50 per cent are as good as new and should never have reached the scrap pile.

While these spikes will be reclaimed and placed in use again, there is a loss due to the unnecessary expense entailed in sorting them out of the scrap and in rehandling them. There is still greater waste occurring in the use of track spikes from the loss of those that are buried in the ballast and earth along the right-of-way and that will never be reclaimed. Prob-

Spikes, 77,000 of Them, Reclaimed From Material Shipped as Scrap

ably the worst waste of spikes occurs in cuts and on fills, where they are scattered about and become buried in the loose earth. A little attention given to the manner of handling spikes to prevent their being lost will result in a substantial saving.

If each of the 60,000 employes on the Illinois Central System will save a track spike or its equivalent in value each working day, it will amount to more than $360,000 a year and will buy more than 9,000 tons of rail or nearly 400,000 ties.

Stopping Some Leaks in the Use of Fuel

Attention has previously been called to the fuel conservation bulletins of the Illinois division, signed by Superintendent J. W. Hevron and issued at intervals, in which the employes are advised of concrete cases of waste. Here is Bulletin No. 3:

"A local train pulled out of a station fourteen miles from the terminal ahead of a tonnage train, preforming work at two other stations before reaching the terminal, causing the tonnage train to consume 1 hour and 14 minutes, whereas the run could have easily been made in forty minutes, had the local let them pass when overtaken. This action on the part of the local caused unnecessary consumption of at least two tons of coal.

"A local train having a meet order with a northward tonnage train made a switch after arriving at the meeting point, instead of getting into clear immediately, although this tonnage train was in sight, resulting in stopping the tonnage train on a heavy grade and causing more delay to a local by the other trains pulling by slowly after stopping than if he had got into clear immediately on arrival and made his switch after the train he met had departed.

"In every case where a local or work train stops a tonnage train, the delay to themselves is more on account of the slow speed of the tonnage train after stopping than if they had got into clear when the other train came in sight."

Says Bulletin No. 4:

"A freight engine cut off for water and popped off four times while standing at pen stock, the pop being open 4½ minutes in the aggregate, causing a waste of 75 pounds of coal and 20 gallons of water.

"A local freight train working on the main track stopped a tonnage train at a block signal situated on a grade, making it necessary for the tonnage train to back up to get a run for the hill. In doing this, a drawhead was broken, causing a delay of thirty-five minutes and the consumption of an additional ton of coal. Had the local train got into clear as soon as the tonnage train approached, the delay to the local would have been much less and the delay to the tonnage train would have been entirely eliminated.

"Twelve cars on a tonnage train ran hot within a distance of a few miles from the terminal. After being repacked and given attention at four different points on the district, ten were handled through to the destination, but it was necessary to set out the two others. It is evident that in this case the car men at the terminal from which the train started failed to give the cars the required attention. As a result not only were two cars seriously delayed but the train in which they were handled was also seriously delayed, causing the consumption of additional fuel.

"If we can stop the little leaks, we won't have the big ones!"

Here is Bulletin No. 5:

"A terminal organization failed to call a conductor and flagman, causing a delay of two hours to the train and the consumption of at least one ton of coal. This coal uselessly consumed would have hauled 1,000 gross tons a distance of thirteen miles.

"A local freight train, while unloading merchandise and performing station switching, delayed a B rating train twenty minutes. This in turn delayed a banana train that was following and in addition caused the B rating train to remain in siding for two passenger trains; whereas, if the first twenty minutes' delay could have been avoided, the B rating train could have reached the third-track territory. Three tons of coal unnecessarily used is a conservative estimate.

"Watch for the little leaks and stop them before they become big ones!"

Traffic Department

Coal Washing Is a Matter of Economy

By W. T. WRIGHT,
Supervisor of Coal Traffic

TO many, both in and out of the coal business, the method of operation of an up-to-date coal washing plant would, no doubt, be interesting.

That the reader may better understand the great volume of water required in connection with coal washing, the writer has in mind now a modern washery adjacent to an immense reservoir covering two hundred acres and containing 500,000,000 gallons of water from which 600 gallons a minute are pumped into the washery. The washery is constructed of reinforced concrete throughout, has a floor space of about 41,000 square feet and has a storage bin capacity of 4,000 tons. All the coal that is hoisted is conveyed directly into the washery, where all the impurities are removed, after which the cleaned coal is loaded into cars from the washery bins.

Coal Washing Still a Mystery

When one speaks of coal washing, the mind of the average layman is a complete blank; he either did not know there was such an "animal" or, if he has heard the term used before, he has not the remotest conception of how the process is carried out or upon what theories or facts it depends for its success. Yet it is an industry that affects, to a greater or less degree, almost every user of coal from the man who charges thousands of tons annually in his by-product coke ovens to the householder who uses only a few tons a year. In the future it is destined to play an even more important part in our national life.

Coal washing dates its beginning from the first half of the nineteenth century. Its progress as an industry, especially in the United States, has been comparatively slow until the last ten or fifteen years. This has been mainly due to the fact that good coal has been so abundant that the poorer grades have been left untouched. The gradual depletion of the better grades of coal has, however, in later years made it necessary to turn to the less desirable grades and consequently has brought the question of their utilization, either as mined or after treatment in some way, very much to the fore.

Reasons for Washing Coal

There are several reasons which make the washing of coal necessary and desirable before it is put on the market. Some of these are, briefly, as follows: While the quantity of good coals which are available, particularly for the manufacturer of by-product coke, are not near exhaustion, yet they have practically reached the limit of their production. At the same time the demand for coke suitable for metallurgical purposes has grown to such an extent that it has become necessary to use inferior coals, which have to be washed before they can be used.

Another factor that has tended to help develop the coal washing industry is the fact that users of coal are becoming more critical; while they would formerly accept almost any kind of coal which looked good to the eye, they now demand a coal with a low ash and moisture content and high heating value.

A third factor is the possibility of producing a product for which the market will pay a price not only sufficient to pay for the extra expense of washing but to yield a profit on the washing itself.

In order to be available for the manufacture of blast-furnace coke, coal must not only have what are called good coking qualities but must also have a comparatively low ash and sulphur content. The man who uses coal for fuel purposes wants coal with a low ash and moisture content and a high B. T. U. value. The problem for the mine operator becomes, then, one of ridding the

coal of its objectionable constituents and increasing the desirable constituents.

The Theory of the Process

The main impurities which are removed from coal by washing are slate or shale and pyrite. The reason that these can be removed is simply that they have a higher specific gravity than pure coal—in other words, pieces of these would weigh more than pieces of coal of the same size. Thus, if we assume a 1-inch cube of coal to weigh one ounce, then a similar cube of slate would weigh, possibly, two and one-half ounces and a cube of pyrite four ounces or more.

This difference in weight of pieces of the same size causes them to settle in water at different rates of speed. If the cubes mentioned above were dropped into the water at the same time, the pyrite would hit the bottom of the vessel first; then the slate, and finally the coal.

While this is true of pieces of the same size, yet it does not necessarily hold for pieces of varying sizes. A piece of pure coal of sufficient size might have the same settling velocity as a smaller piece of slate or pyrite.

The shape of the pieces also has some bearing on the speed with which they settle in water. Thus, a spherical piece would naturally settle faster than a flat piece.

It may be stated then that the principle upon which coal washing depends for its success is simply that the impurities and good coal, under similar conditions, settle in water at different rates of speed.

Crushing Prepares for Washing

Inasmuch as the impurities are attached to and distributed through the coal, it is evident that before they can be separated they must be detached from one another. This is accomplished by crushing the coal.

After the coal has been screened to the sizes which the plant is equipped to handle, it goes to the machines which perform the actual separation of the good coal and impurities. These machines may be divided into two classes: jigs and tables.

Jigs have been and still are the machines most generally used in coal washing.

The first jig used for the washing of coal was simply a tub with a perforated bottom which was alternately raised and lowered in a tank of water by means of a lever and counterpoise. The jigging motion caused the heavier particles of slate and pyrite to work their way gradually to the bottom of the tub while the good coal went to the top. The cleaned coal was then scraped off, the impurities dumped out, the tub filled with a new batch of raw coal, and the process repeated.

In most of the present day jigs the separation is effected in just the opposite manner. Instead of a moving screen and a quiet body of water, the present jigs have a stationary screen and moving water. The movement or pulsation of the water is effected by means of plungers. Jigs with a moving basket are still in use, however.

Coal Must Then Be De-Watered

Before it is available for consumption, washed coal must be de-watered as much as possible for the following obvious reasons: No consumer wants to pay for water when he is buying coal; no one likes to pay freight charges on water; water does not burn, but on the contrary heat must be used to drive it off; it makes the coal mass freeze in winter, and, finally, it has a bad effect on the walls of the coke oven.

De-watering of the coal is accomplished in several ways: By the use of de-watering bins or pits, where the coal is delivered to bins and allowed to de-water itself by draining; by slow moving elevators or conveyors, these being constructed of perforated material to allow the water to run through; by use of centrifugal dryers, where the coal is fed into a basket having sides of perforated metal which, being revolved at a high rate of speed, throws the water out through the holes in the sides and the coal, being scraped off by means of knives, drops through the bottom of the dryer on a conveyor belt below. Filters are used for removing the excess water from the extremely fine coal or sludge. Centrifugal dryers are by far the most efficient of any of the foregoing methods of drying the coal. They will reduce the moisture in coal from 20 per cent or more down to 6 to 10 per cent, handling seventy-five tons an hour.

In some plants the coal is not de-watered at all before being loaded into the cars, but in such cases the car itself acts as a de-watering bin, the excess water draining out the bottom of the car.

Law Department

A Long, Troublesome Law Suit Ended

A decree was entered in the Chancery Court at Clarksdale, Miss., April 10, which put an end to one of the most troublesome pieces of litigation with which the Illinois Central System has been confronted. Some of our readers will remember that in 1913 the State of Mississippi brought a suit against the Illinois Central and the Yazoo & Mississippi Valley, seeking to recover millions of dollars in penalties and to secure a decree which would prevent the Illinois Central from exercising any control over the Yazoo & Mississippi Valley, and to force the Illinois Central to sell its stock in the Y. & M. V. The suit attracted a good deal of attention at the time it was brought. A volume of testimony has been taken from time to time, and it was expected that it would be brought to trial some years ago. However, the entrance of our country into the World War, followed by the era of government control, held this suit in abeyance for some years.

Recently the attorney-general of Mississippi has been active in the matter, and has insisted that some disposition should be made of the case. In the meantime the Transportation Act was passed, giving to the Interstate Commerce Commission broad powers in the matter of consolidating railroads and passing upon questions of the right of the officers of one road to be officers of another and of one railroad to own stock in another.

The lack of merit in this case has recently been the subject of one of President Markham's letters to the people of Mississippi.

The case was submitted to the chancellor on what was tantamount to an agreed statement of facts, and the chancellor by his decree has adjudged that the Illinois Central Railroad Company had a right to purchase the stock of the Yazoo & Mississippi Valley Railroad Company, to hold it and to exercise whatever degree of control came from such stock ownership. The chancellor also held that the consolidation of the Yazoo & Mississippi Valley and the old Louisville, New Orleans & Texas was expressly authorized by the statutes of Mississippi, and was not in contravention of any constitutional provision or law of the state. The bill, therefore, was dismissed as to the Illinois Central and the Yazoo & Mississippi Valley, as well as to the Mississippi Valley Company, the holding company, by means of which the stock of the Y. & M. V. is held by the Illinois Central.

However, the chancellor found that the Mississippi Valley Corporation, a corporation of the State of New Jersey which is entirely distinct from the Mississippi Valley Company, which is a Mississippi corporation, did between 1905 and 1910 buy the capital stock of the Helm & Northwestern Railroad, the Sunflower & Eastern Railroad and the Leland Southwestern Railroad, these being small Mississippi railway corporations owning branch lines connecting with the Yazoo & Mississippi Valley. The Helm & Northwestern and the Sunflower & Eastern are in effect a part of the Y. & M. V. system of transportation. The chancellor found that, prior to April 2, 1910, it was a violation of Mississippi law for one corporation to buy stock in another, even if the two corporations were not in competition. The law was changed in 1910 so as to make the prohibition apply only where the corporations are competitive. For this ancient violation of the law the Mississippi Corporation was adjudged to pay a penalty of $60,000, in reality made up of a $50,000 fine and $10,000, the approximate amount which the State of Mississippi spent in preparing the case for trial.

The Illinois Central and the Yazoo & Mississippi Valley acquiesced in this decree, and the case is at an end. It is of course worth something to the railroads to have an adjudication that every substantial thing which has been done in Mississippi has been in accordance with the law.

The termination of this litigation is believed to mark the beginning of a period of better understanding between the state authorities of Mississippi and these railroads, and it is fervently hoped that nothing will occur that will

interfere with the amicable conditions that now prevail.

Power of the I. C. C. Over Divisions

Some interesting questions are raised in the suits brought by certain eastern trunk line carriers against the Interstate Commerce Commission to set aside the orders of that commission in what is known as the "New England Division Case."

In that case the New England carriers were granted an increase in their existing divisions amounting to approximately 15 per cent. Of course these increased divisions are at the expense of the connections of the New England roads, particularly the carriers operating in eastern trunk line territory. The Interstate Commerce Commission at first denied the prayer of the New England lines, holding that it had no jurisdiction to increase divisions merely because the railroads asking such increases were in greater distress than those from whom the increases were asked. On rehearing and reargument, however, the commission altered its point of view and held that, although the New England lines might not be entitled to increased divisions on account of their necessities, it was the duty of the commission to take from the strong and give to the weak in order to permit the weaker roads to continue to operate as efficient transportation agencies.

The commission referred to the fact that in the Advanced Rate Case, 1920, a greater advance was allowed to all the railroads in eastern territory by reason of the inclusion of the New England lines, with their high property investment and their small net income. For this reason, and on account of the desperate condition of the New England lines, the commission decided it would require the connections of those lines to contribute to their support to the extent of 15 per cent of existing divisions.

The order applied to class traffic and commodity traffic divided on the class basis, where such traffic moved on joint through rates. A large number of carriers in eastern territory, including all the important lines except the B. & O. and the Pennsylvania, have filed a bill in the United States District Court in New York, seeking to have this order of the commission set aside as in excess of the powers of the commission under the law. One of the contentions of the trunk line railroads is that, if the commission is allowed to divert earnings of the more profitable railroads to the treasuries of the less profitable, there will be no earnings left for recapture, and that part of the Transportation Act providing for recapture will be practically nullified by the action of the Interstate Commerce Commission.

The result of this case will be awaited with great interest by all students of the railway problem.

Consolidation of Railroads

Our readers are no doubt aware of that portion of the Transportation Act which provides that it is the duty of the Interstate Commerce Commission to take the initial steps to consolidate the railroads of the United States into a limited number of large systems. The law provides that consolidation is not compulsory, but that the Interstate Commerce Commission shall adopt a plan for consolidating the railroads of the country, and voluntary consolidations that thereafter occur are required to be in harmony with this plan.

Some time after the passage of the Transportation Act, the commission employed William Z. Ripley, professor of transportation at Havard University and well-known student of railway economics, to make a study of the railroads of the United States and submit a plan for their consolidations. In the course of time, Professor Ripley, after consulting most of the leading railway men of the United States, submitted an exhaustive and carefully prepared report making certain comprehensive recommendations as to how these consolidations should be effected.

Professor Ripley's report dealt rather conservatively with the Illinois Central. He speaks in the highest terms of the Illinois Central's careful development of its properties, asserting that it has always confined itself to its legitimate territory, and that such expansion as has occurred has been consistent with its settled purpose to serve its own territory, the Mississippi Valley, in the most efficient manner. Mr. Ripley's recommendation is that the Illinois Central System be composed of the Illinois Central Railroad, the Yazoo & Mississippi Valley Railroad, the Central of Georgia Railway, the Gulf & Ship Island Railroad and the Tennessee Central Railroad.

The Interstate Commerce Commission, however, when it came to make its tentative report, disrgarded some of the suggestions of Professor Ripley, and suggested the creation of a system known as the Illinois Central-Seaboard Air Line System, which should consist of the Illinois Central Railroad, the Yazoo & Mississippi

Valley Railroad, the Central of Georgia Railway, the Gulf & Ship Island Railroad, the Tennessee Central Railroad, the Seaboard Air Line Railroad, the Carolina, Clinchfield & Ohio Railroad, and a small branch line of the Norfolk & Western Railroad.

It was announced the commission would hold hearings on the subject of the suggested consolidations in the Southeast at Washington on April 24, when all the railroads and other interested persons would be heard, in either commendation or disapproval of the proposed system.

It is understood that both the Illinois Central and the Seaboard Air Line are opposed to this unnatural union, the effect of which would be to tie together two railroads in widely separated territories, with greatly differing traffic conditions and with no adequate connecting link. It is presumed that other hearings will be held at short intervals with respect to consolidations in other parts of the country.

Federal and State Rate Control

In the editorial column last month there was a brief discussion of the Wisconsin Passenger Rate Decision, with reference to the holding of the Supreme Court of the United States that under the Transportation Act the states cannot escape their duty to bear their fair share in the expense of supporting the railroads of the country.

The effect of the decision has been seen in many of the states, where steps have either been taken or soon will be taken to conform the state rates to the level of rates as established in the Advanced Rate Case of 1920. As an illustration of the attitude of the state commissions, reference may be made to the action taken by the Illinois Commerce Commission at a recent session. An order was passed referring to the Wisconsin Rate Case and recognizing fully its authority, under which order intrastate rates in Illinois were advanced in exactly the same measure as were interstate rates in the eastern territory—40 per cent. Of course, these advances have all along been in effect, but they were obtained by force of the order of the Interstate Commerce Commission, backed up by federal injunction. The advances will now rest as well upon the authority of the state commission, which has rescinded all its orders suspending tariffs of the carriers attempting to put these advanced rates into effect. It may be that the Interstate Commerce Commission will now rescind its order condemning the state rates, so that the injunctions may be dissolved and the state left free to exercise that limited authority which is left to it under the Transportation Act, as interpreted by the Supreme Court in the Wisconsin Rate Case.

It is undoubtedly desirable that harmonious relations should prevail between the Interstate Commerce Commission and the various state commissions, so that each may function within its respective jurisdiction without conflict or confusion. It is understood that action similar to that taken by the Illinois Commerce Commission will soon be taken in Nebraska, Kansas, Missouri, Oklahoma and other states where the freight rate advances have not been fully granted.

HELPED SAVE A TRAIN

Superintendent W. Atwill of the St. Louis division recently wrote as follows to E. S. Eviland, 111 Very Street, Carterville, Ill., who has been employed as a coal miner at Madison No. 8:

"I understand that on March 11, while you were walking along our track, you noticed a mine sink under the track on our Dew Maine Line and that you took necessary action to protect our trains from running over this track while another person notified our agent of the trouble.

"The work displayed by you in the interest of the Illinois Central is indeed very commendable, and I wish to assure you that this is appreciated by myself and the entire management of this company."

THOUGHTFUL

NEWS OF THE DIVISIONS

AROUND CHICAGO

Accounting Department

Miss Carol Perry of Mr. Blauvelt's office and Miss Mae Wilner of Mr. Kimbell's office recently spent an enjoyable week-end in Memphis at the home of Mrs. Anita Sigwart, who, it will be remembered, was, until a few months ago, an efficient bookkeeper in Mr. Kimbell's general accounts bureau. H. A. Sigwart is a "migratory" representative of R. W. Bell's office, his duties throughout the various shops necessitating their location in Memphis.

Mrs. Anita Sigwart

Suburban Passenger Service

Louis E. Atkinson entered the service of this company November 11, 1898, as a freight brakeman. He was promoted to the position of conductor December 20, 1901, and spent the last two years of his life in the suburban service. After an illness of several months, Mr. Atkinson died at the Illinois Central Hospital March 14, and was buried at Forest Home Cemetery, March 16. Funeral services were held at Roberts' Chapel, 1411 East 60th Street, and the Rev. R. Scott Hyde of the Woodlawn Methodist Church officiated. Woodlawn Division No. 327, Order of Railway Conductors, of which Mr. Atkinson was a charter member and trustee, conducted the services at the cemetery. The services were performed by Conductor J. J. Tierney, chief conductor, and Conductors Pomeroy, Darling, Fugenschuh, Skibbe, Buckbinder and Tolhurst as guards of honor. The pallbearers were: A. Dietz, R. W. Carruthers, S. P. Buck, W. L. Blake, F. Dunning and E. L. Townsley. They had known and worked with Mr. Atkinson during his years of service with the company.

63rd Street Office Sports

The bowling season wound up April 12, with the New Orleans Special taking two out of three from the Seminole Limited, and thereby winning the pennant by one game. The officers also surprised everybody present by winning their second game of the season. The Daylight Special rolled the high team game of the season in the last round. Led by Bobby, Goodell with 248, they rolled 1010. Below find the final

Division Correspondents

Chicago Terminal—Heads of Departments.

Illinois—Mrs. Bernita Barnes, Secretary to Superintendent, Room 411, Lincoln Building, Champaign, Ill.

Indiana—Miss Florence McShane, Secretary to Superintendent, Mattoon, Ill.

Iowa—Mr. C. R. Briggs, Chief Clerk to Superintendent, Fort Dodge, Iowa.

Kentucky—Miss Anne Sweeney, Stenographer, Superintendent's Office, Louisville, Ky.

Louisiana—Miss Claire Pimm, Clerk, Superintendent's Office, McComb, Miss.

Memphis—Miss Julia J. Gaven, Secretary to Superintendent, Room 315, Grand Central Station, Memphis, Tenn.

Memphis Terminal—Mr. W. E. Gerber, B. & B. Clerk, Room 306, Grand Central Station, Memphis, Tenn.

Minnesota—Miss Lucille Simms, Secretary to Superintendent, Dubuque, Iowa.

Mississippi—Miss Kathleen Hadaway, Clerk, Superintendent's Office, Water Valley, Miss.

New Orleans—Mr. Thomas T. Treanor, Superintendent's Office, Vicksburg, Miss.

New Orleans Terminal—Miss Myrtle Biersoll, care of Superintendent, New Orleans, La.

Springfield—Miss Della Morrison, Stenographer, Superintendent's Office, Clinton, Ill.

St. Louis—Mr. J. W. Brown, Clerk, Superintendent's Office, Carbondale Ill.

Tennessee—Mr. Rufus Kemp, Jr., Secretary to Roadmaster, Fulton, Ky.

Vicksburg—Mr. J. S. Terry, Train Dispatcher, Greenville, Miss.

Wisconsin—Mr. J. A. O'Neil, Superintendent's Office, Freeport, Ill.

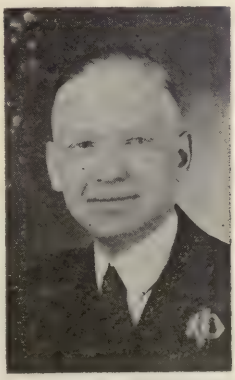
Hugh Franklin Mott, 17 months old, son of H. L. Mott of Homewood, Ill., Chicago suburban passenger service conductor.

standing of the teams, also the first twenty bowlers:

Teams	Won	Lost	Aver-age	High Game	High Series
New Orleans Spec.	68	16	860	1001	2881
Seminole Ltd.	67	17	861	978	2883
Panama Ltd.	52	32	822	957	2671
Diamond Spec.	50	34	826	981	2743
Daylight Spec.	43	41	815	1010	2710
Freeport Peddler	29	55	765	895	2506
New Orleans Ltd.	25	59	769	955	2576
Gilman Local	2	82	693	856	2379

Individuals	Games	High Game	High Series	Aver-age
Pierce	78	255	632	186
Calloway	72	233	634	186
Hengels	60	233	616	184
Heimsath	81	227	636	181
Tersip	84	226	610	179
Smith	84	246	642	177
Olson	69	244	623	177
Beusse	75	245	608	176
Does	75	238	575	176
Hanes	84	246	648	175
Breidenstein	72	233	596	170
Merriman	78	214	591	170
Hulsberg	81	233	576	170
Lind	84	214	587	169
Giesecke	84	217	560	167
McKenna	84	234	619	167
Miller	78	234	624	165
Flodin	84	222	596	165
Goodell	81	248	605	164
Kempes	84	219	573	162

The 63rd Street office baseball team, champion of the Illinois Central Railroad League for 1921, has reorganized and is now ready to meet all comers. E. Reha is ready to accept challenges from all out-of-town teams along the Illinois Central System. Address challenges to E. Reha, Office of Auditor of Freight Receipts, 6327 Dorchester Avenue, Chicago. Hank Nelson, last year's captain, is beginning to reduce. Bill Giesecke, the Ray Schalk of the Illinois Central League, is in good condition and is ready to go.



E. A. Axen

E. A. Axen, formerly chief clerk to Terminal Superintendent A. M. Umshler, was made yardmaster in the Chicago freight yard, effective March 22. Mr. Axen was succeeded by R. W. Watts, former chief clerk at Wildwood.

ILLINOIS DIVISION

Superintendent's Office

The marriage of Miss Helen Sullivan of Champaign, Ill., to Paul Somers of Detroit, Mich., was solemnized at 7:30 a. m., Tuesday, April 18, in the Holy Cross Church at Champaign. Miss Sullivan is the daughter of Mrs. Ella Sullivan, and is well known in Champaign. Her father, the late M. W. Sullivan, was an engineer on the Illinois Central. Miss Sullivan entered the service of the Illinois Central as telephone operator when the division offices were moved to Champaign some three years ago. She was transferred to the freight department as stenographer on June 2, 1920, and later was transferred to the accounting department as stenographer, a position she held until April 5. The bride and groom departed on No. 24, Tuesday noon, April 18, en route Detroit, where they will make their home.

Mrs. Paul Somers

Misses Lona and Blanche Lawson entertained at a miscellaneous shower, Tuesday evening, April 4, in the accounting department rooms in honor of Miss Sullivan. Those present were Misses Zoe and Billie Friend, Miss Marie Capps, Misses Viola and Mildred Monohan, Mrs. Otis A. Barnes, Misses Ethel and Margaret Baker, Mrs. L. M. Sands, Misses Pauline and Margaret Mallman, Miss Fairy Wand, Miss Katherine Bridges, Misses Lona and Blanche Lawson and Misses Helen and Bernice Sullivan. The evening was spent in dancing and playing cards, and refreshments consisting of ice cream, molded in kewpies and lilies, and cake were served. Miss Sullivan was the recipient of many beautiful and useful gifts.

Trainmaster C. W. Davis of the Champaign district has been removed to his home in Champaign, Ill., having recently undergone an operation at the Emergency Hospital, Kankakee, Ill. Mr. Davis is getting along nicely and will soon be back on the job.

A meeting held in the chief accountant's office the afternoon of March 29, conducted by Chief Accountant E. F. Kremer, took up the subject of railway accounting. Various subjects of importance were brought up at this meeting and discussed among the accountants. During the course of the afternoon short talks were made by the following: M. A. Sheahan, accountant, on "Completion Reports"; Miss Lona M. Lawson, tonnage clerk, on "Tonnage"; J. C. Johnson, timekeeper, on "Timekeeping." It is the intention of the Illinois division to hold these meetings each month hereafter, as it was the consensus of opinion that a great deal of benefit is derived by these gatherings. At the close of the meeting, R. G. Miller, chief clerk to Superintendent J. W. Hevron, dwelt for a few minutes on the importance of these meetings and of benefits derived by each individual.

A sewing club, consisting of eighteen girls, most of whom are Illinois Central employes, met at the home of the Misses Pauline and Margaret Mallman, 709 West Hill Street, Champaign, Ill., Thursday evening, April 6. The evening was spent in hemming dish towels for the bride-to-be, Miss Helen Sullivan. Dainty refreshments were served.

Champaign Roundhouse

Mrs. Walter Baum, wife of Engineer W. Baum, died Friday, April 7, the victim of pneumonia.

The employes at Champaign will present the Champaign shops baseball team with new uniforms and sweaters. The uniforms are being presented by the shop employes, and the sweaters by the roadmen and switchmen and other employes at Champaign. The money is being raised by subscriptions, the solicitation being handled by Engineers J. J. Arie and C. E.

Granger for the roadmen and yardmen and P. R. Cain, car repairer, and Thomas McGackle, boiler foreman, for the shopmen.

W. E. Schweinke, machinist, has been confined since March 22 to the Chicago Hospital, where he was taken to have a piece of metal removed from his right eye. Mr. Schweinke was chiseling a piece of material when a splinter of it struck him in the right eye, resulting in the loss of the sight of that eye.

"Al," a member of the office force at Champaign roundhouse, is dead. He was picked up in the storage coal pile at Champaign and assigned to the position of office mascot, a position he filled for four days. He immediately went on a hunger strike which resulted in his death four days later. "Al" was about ten inches long and was of the lizard species. He was christened "Al" by Miss Margaret Cain, on account of having the appearance of an alligator. For all we know, "Al" might have been named wrongly; possibly "Liz" would have been more appropriate.

Kankakee Roundhouse

Mr. and Mrs. P. LaGesse are the proud parents of a new daughter, born April 3. Mr. LaGesse is car clerk.

Fireman P. F. Ryan was called to Memphis, Mo., recently by the death of his mother.

Engineer C. N. Weaver has been called to Clinton, Ind., by the death of an uncle.

Engineer C. F. Pangborn has been off duty on account of sickness for the past thirty days.

Engineer M. J. Fletcher has gone to Bessville, Mo., to look after farming interests in that vicinity.

Signal Department

The Illinois division signal employes' educational meeting for April was held at Champaign, Sunday, April 9, with an attendance of twenty-nine. The subject was "Bonding." Bonding embraces the first principle of a track circuit and is, therefore, a most important subject, as our whole signal system depends on the track circuit, both from an operating and a safety standpoint. The last thirty minutes of the meeting were given over to Maintainer Burkitt, who talked on magnetism, in connection with a series of talks to be made on elementary electricity at each meeting during the year.

The signal department installed during March, at Grove street and Sangamon avenue, Rantoul, two of the latest wig-wag type of crossing signals. This is the fourth installation of this type of crossing signal on the Illinois division, one also being installed at Paxton and one at Gibson City.

The first signal work in connection with the new third main, Matteson to Kankakee, was started the first of April. Signal Foreman Dye has been transferred to Matteson to take care of the changes in the two interlocking plants at that point. We shall probably be given "color light signals" for the signal work in connection with this work.

Kankakee Freight

On March 30 the first Illinois Central train made a trip to the Lehigh stone quarries via the Lehigh Southern Railroad from Irwin. The train was No. 391, engine No. 573, Engineer Frank Shapland, Conductor Charles Martin in charge. Trainmaster J. T. Stanford of Champaign, Road Supervisor Thomas Connerton of Cabery, Yardmaster J. R. Brayton and Agent J. M. Purtill of Kankakee were in the party. Superintendent J. W. Hevron issued a notice

There was recently installed at Grove Street and Sangamon Avenue, Rantoul, Ill., two of the latest type highway or street crossing signals, at an estimated cost of more than a thousand dollars. The picture above shows the installation at Sangamon Avenue. The visible, or wig wag, signal was furnished by the Bryant Zinc Company; the bell, or audible signal, by the Union Switch & Signals Company; the storage battery, by the Electric Storage Battery Company, and the tricling charge rectifier by the Valley Electric Company, according to the report of S. C. Hoffman, supervisor of signals.

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Can You afford to have an inaccurate Watch?

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For time inspection service the most popular watch on American Railroads is the Hamilton No. 992—16-size, 21 jewels.

Send for "The Timekeeper," an interesting booklet about the manufacture and care of fine watches. The different Hamiltons are illustrated and prices given.

Prices range from $40 to $200; movements alone $22 (in Canada $25) and up.

HAMILTON WATCH COMPANY
Lancaster, Penna., U. S. A.

The "Lackawanna Limited," crack train to New York City on the Delaware, Lackawanna & Western, is piloted by a veteran engineer and run on Hamilton time. Engineer Charles Stevenson has been at the throttle for nearly three decades, and for 19 years has relied upon his Hamilton Watch for the right time.

that, effective April 1, this company would take over the operation of the Lehigh Southern from the intersection with the Bloomington district south of Irwin to the Lehigh stone quarries, which is about three miles north of that point. For the present or until the business justifies, the loads and empties will be handled to and from the quarry by local freight trains on the Bloomington district.

The entire force was glad to see Warehouseman Roscoe Stith return to work March 1. He has been off duty since September 27 on account of a broken leg which he sustained while attempting to load a heavy crate of machinery on a warehouse truck.

Agent J. M. Purtill spent March 23 in Rockford and March 24 in Freeport, accompanied by Agent A. P. Gorman of Champaign. They made a visit to note the working conditions and the handling of the freight platforms at these two places, the system of receipt loading and checking of freight being practically the same as at Kankakee and Champaign.

What is believed to have been an attempt to hold up the Seminole Limited was made at 11 p. m. April 1 at Rantoul, Ill. An electrical signal in the south yards was not operating, and when John Mahan went to repair it he found a man climbing down the pole. Mahan fired at the man, who refused to halt. Two other men appeared on the scene immediately, and Mahan returned to the city building to obtain aid. A search of the yards was made, but the men could not be found. It was discovered that one of the signal wires had been cut.

The Illinois Central depot at Ashkum, Ill., was broken into March 25. A window on the south side of the office was smashed out. The gum machine was torn down and broken, a bag of parcel post was opened, the speeder used by V. Hyde, signal maintainer, was taken from its shed and driven about half way to Clifton, where it was abandoned. The stations at Danforth, Chebanse and Peotone were also robbed the same night.

SPRINGFIELD DIVISION

Conductor M. J. Kennedy is out of service, due to sickness.

Roy Davidson, brakeman, has returned to service after being absent on account of sickness.

Conductor J. B. Stewert is off duty for a few days and will spend the time on his farm at Sandoval. F. Kapelsky of the Centralia-Pana local runs is filling Mr. Stewert's place.

Mr. and Mrs. Titus Hinchcliff of Hinchcliff, Miss., arrived in Clinton April 15 for a visit to relatives and friends. Mr. Hinchcliff is a pensioned engineer, formerly of Clinton.

Jesse Davis, ticket agent, Springfield, was off duty several days during the first part of April.

W. S. Burkham, agent at Lake Fork, will leave in the immediate future for a trip to Portland and other western points.

During March the agents at coal-mining stations were kept busy in billing out coal in anticipation of the miners' strike. From all indications they handled the emergency with great satisfaction.

G. E. Houseman, day leverman at Mount Pulaski, is out of service for a few days.

C. E. Virden has become agent at Thomasville, vice R. F. Harford.

J. S. Vaughan has become agent at Spaulding, vice W. J. Aldrich.

Leo Mowen has become agent at Walker, vice O. L. Oxley.

Mrs. A. H. Wallace, wife of our agent at Lincoln, was called to Iron Mountain, Mich., April 14 by the illness of a relative.

John E. Shrader, checker at Springfield, is taking sixty days' leave of absence, due to sickness in his family.

Olive Draper, tonnage clerk at Clinton, is on a leave of absence on account of sickness.

John Sproat, formerly stenographer in the superintendent's office at Clinton, visited friends in Clinton Thursday, April 13.

Accountant and Mrs. O. D. Moore are the proud parents of a son, Donald Dean, born March 30.

The death of Mrs. Mary Phillips, wife of Engineer Charles Phillips, occurred at the family home in Clinton, March 23, following a prolonged illness. Funeral services were held in Clinton, Friday, March 26.

A new fast freight service between East St. Louis and Chicago was begun with the departure of No. 54 from East St. Louis Wednesday evening, April 12. The schedule between the two cities permits vegetables and other perishables from southwestern points to leave East St. Louis at 4:30 p. m. and be placed at South Water Street, Chicago, for unloading at 6 o'clock the following morning. A speed of approximately 30 miles an hour is necessary to make the schedule covering the entire 293

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Chicago, Ill.

Gentlemen:
Please mail me complete information, without obligation on my part.

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miles. Regardless of this fact, the train has maintained a record of 100 per cent on time since the service began.

One hundred twenty-five cars of material for the new hard road work were received at Patoka during March. It is estimated that 3,000 cars of material will be received for unloading at the five stations, Shobonier to Sandoval, inclusive, before the work is completed. The road is to follow the Meridian Trail, paralleling the Illinois Central from Centralia to Mendota.

J. L. Simcox has become agent at Seymour, vice F. D. Plummer.

L. B. Wilson has become agent at Beason, vice O. E. Donaldson.

Road Department

Water Service Repairman Litzenberger and Mrs. Litzenberger have returned home after spending several weeks in Hot Springs, Ark.

F. M. Martin of the engineer auditor's office, Chicago, is in Clinton working on completion reports for the new yard.

Water Service Repairman Ryan of Springfield has been off duty on account of sickness.

Clinton Shops

The Illinois Central lost one of its most respected and faithful employes on March 13 by the death of William L. Gambrell, which occurred at the John Warner Hospital. "Lafe," as he was known by everyone around the shop, was a true and faithful friend, and no one was more conscientious with the work than he. He had asked to be absent a few days about the first of the month on account of not feeling well, and from that time his condition became worse. His illness developed into pneumonia, and he was removed to the hospital. Mr. Gambrell had been an employe at the shops since 1903.

The community around Clinton has been stricken with much sickness, and this has been felt at the shops. We have been fortunate in keeping everything moving as we have. Those who have been able to work have given their best efforts to keep trains moving. At the same time, business has been very good on the Springfield division.

Master Mechanic Needham has returned to Clinton after being called to Newtonville, Ohio, by the sickness and death of his father.

Roundhouse Clerk George Howard has resumed his duties after having an operation on his left arm at the Wesley Hospital in Chicago. The operation was successful, and he will have better use of the arm in the future.

Wrecking Foreman Frank Menefee was the victim of an accident the other day when another motor car tried to use the same crossing at the same time his motor car did. Mr. Menefee's car had both front wheels and axles broken off and the front fenders bent.

Home of Conductor C. L. Taylor, 301 *North Quincy Street, Clinton, Ill.*

ST. LOUIS DIVISION

Here is a picture of C. T. Harris, passenger conductor, Centralia, Ill., recently pensioned, holding his grandson, Charles E. Syeller. Mr. Harris began his railway career by braking on the C. & N. W. out of Chicago to Clinton, Iowa, April 4, 1871. He was married in 1881, entered the service of the Illinois Central January 23, 1895, was promoted to freight conductor October 10, 1895, and entered passenger service in 1915, remaining in that service until his retirement.

C. T. Harris

The March 9 issue of the Centralia Sentinel said:

"Faithful service has its reward. This has been unmistakably demonstrated in Centralia during the past few days in the retirement of Charles T. Harris from the service of the Illinois Central Railroad Company on full pension. Mr. Harris ended his career as a railroader after completing fifty-one years in railway work.

"For the past thirty years he has been with the Illinois Central with his home in Centralia and at the time of his retirement held a preferred run as passenger conductor between Centralia and Cairo. Through all the years of service he has maintained an excellent record for efficiency, taking high rank for dependability. He has always been prominently identified with the railway organizations, holding many prominent positions in the Order of Railway Conductors, of which organization he was a factor in the upbuilding. He is known throughout the entire country in union circles for his activities and very few meetings of note among the members of the O. R. C. have been held in late years in the Middle West without being cheered on by the optimism of this veteran railroader.

"Conductor Harris has been relieved on his Centralia-Cairo run by Conductor W. E. Redus, who has been on the St. Louis-Cairo run. The Redus run has been taken over by Conductor C. E. Sessler."

The crew of train No. 293 probably saved the company a considerable sum of money recently when it extinguished a fire in a meadow that was started by the engine at Harrison Mine Switch on the St. Louis division. John McBride was the conductor of the train. A strong breeze was blowing the blaze toward a field of asparagus and a house just on the other side. When the engine, No. 568, was examined, a small crack ¼ by 2½ inches was found in the right side of the spark arresting appliance just behind the steam pipe.

Cairo, Ill., Freight Station

Employes of the freight office here have adopted the following resolutions upon the death of Agent John D. Ladd, the wording being by Miss Minnie Blotkin, clerk:

"As God in His Infinite Wisdom has seen fit

to take from our midst Mr. John Delaware Ladd, veteran agent at this station,

"Be it resolved, that we bow our heads in humble submission to His immutable will, conceding it is ever beneficently directed towards us in good.

"Be it further resolved that the freight station employes as a whole extend to the bereaved loved ones our sincere sympathy in the affliction they have just sustained.

"The Ship of Life has left its shore
And we bid you sad adieu,
Knowing we shall see no more
The form we knew as you.
We forward press our daily toil,
As when you held the helm,
And think of you so free from care
Within the mystery realm.

"You have been a faithful servant
To the company for whom you worked,
Never trying night or day
From duty's call to shirk;
And so within your new found home
We know, without a doubt,
You will be as faithful in your quest
For the spiritual round about,
And so progress in Heavenly joys,
Within thy Savior's arms,
There to be blessed with gracious peace
And freedom from all harms."

INDIANA DIVISION

Superintendent's Office

Miss Lucille Yount of the superintendent's office has returned to work after a six months' leave of absence. Miss Cora Burch, who was relieving Miss Yount, has taken a position in the office of the agent at Bloomington, Ind.

Roadmaster's Office

During the past thirty days the division has experienced much trouble due to high water and slides.

C. L. Adams, supervisor's clerk, B. & B. department, is the proud father of a baby boy.

Mattoon Shops

J. H. Phillips, lead bolt man at the Mattoon shops, passed away at his home April 7 after an illness of five months from tumor of the brain. Mr. Phillips was born in Hardin County, Kentucky, November 3, 1863. During the sixteen years of his service with the Illinois Central, he won the esteem of his fellow workmen, and he will be greatly missed by all who knew him. Mr. Phillips left a wife, a daughter and two sons.

J. H. Phillips

Gang Foreman and Mrs. A. B. Roetker were called to Delphos, Ohio, recently by serious illness.

Miss Mildred Bell, daughter of Master Mechanic and Mrs. J. A. Bell, has returned to her school duties at Breneau College, Gainesville, Ga., after spending the Easter vacation with her parents.

Agent's Office, Evansville, Ind.

Evansville sustained a great loss on Tuesday,

FOR SALE

160 acres of good cutover Louisiana land on new railway line between Hammond and Baton Rouge, one mile from Corbin, La., and near one of the best truck growing districts on the Illinois Central Railroad. A new model highway is being built near the land.

PRICE $30.00 PER ACRE

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Mfgs., Adrian, Mich.

April 4, when Benjamin Bosse, mayor for eight years, died of pneumonia. He was just entering his third term as mayor. Mayor Bosse was president of twenty-two industries and banks and a director of many more. He was president of the largest furniture factory in the world, the Globe-Bosse World Furniture Company. During his administration, he brought about many improvements in the way of paved streets, parks, new schools, etc. Evansville will miss him greatly.

Evansville has a new industry, the Icenomor Electric Refrigerator Company. This firm manufactures equipment to abolish the use of ice, by an air-cooling process, generated by an electric motor. The machine is so designed as to permit the installation in any ice-box of ordinary construction. The machine produces a dry, crisp cold. It is equipped with a thermostat which automatically starts the motor when the inside temperature of the refrigerator reaches a certain point.

John R. Moser, inspector at Evansville, recently left for Paducah to undergo an operation for removal of his tonsils at the Illinois Central Hospital.

The marriage of Miss Veleda M. Kirwer, stenographer in the Evansville office for the past five years, and Edwin C. Rothert took place Saturday, March 25, in the St. Lucas parsonage. Following the ceremony, a reception was held at the home of the bride in Delaware Street. Mr. Rothert is traveling representative of the Proctor & Gamble Company of Cincinnati.

S. G. Melchoir, clerk in the Main Street yards, has resumed his duties after an illness of several months.

The Evansville Courier of April 10 had the following to say: "Drummers using the I. C. north all know Walter Miller, the good looking brakeman, and they like him, too. You have heard him say, 'All out for Bone Gap, don't forget your packages.' It does not take Walter many trips to know just where you are going, Monday morning. He knows his job and does it like a gentleman."

MINNESOTA DIVISION

W. J. Fitz has resumed his duties as third trick operator at the Dubuque dispatcher's office. Mr. Fitz toured Canada and eastern points of interest.

J. L. Heins, dispatcher at Dubuque, is traveling through the East, visiting at Washington, D. C., and New York City.

Agent Weir at Raymond and Operator Hintz at Manchester announce the arrival of new daughters in their respective families.

H. C. Stebbins, recently second trick operator at Winthrop, has been transferred to third trick at Jesup. Operator H. G. Krueger was relieved at Winthrop April 11. Operator H. A. Brown, relieved as car distributor by the reduction in force, goes on the extra list.

S. A. Teeple, train baggageman, has returned to work after a month's leave of absence in Hot Springs, Ark.

Conductor J. M. Joyce has purchased a motor car and has mastered the art of driving so well that he can turn on a dollar and you can still read "In God We Trust."

Conductor G. E. Waugh has returned to work after spending the winter in California.

Fireman W. R. Wright and Mrs. A. Stevens were recently married in Chicago. Both Mr. and Mrs. Wright are well known among the Illinois Central employes.

S. D. Rowe, operator at East Belt Junction, was relieved four or five days by A. J. Beckage in order to look after some of his business.

Ed Gallagher, first trick operator at Galena Tower, was off duty several days recently on account of illness and was relieved by J. E. McGraw.

Cedar Rapids, Iowa

Garret Hutton, yard foreman, has returned from the Illinois Central Hospital in Chicago, where he underwent a minor operation. He is getting along nicely and hopes to resume his duties soon.

W. H. Harris has been obliged to give up his work as billing clerk at this station on account of lung trouble which has developed since his return from the army. Mr. Harris served overseas with the 13th Engineers.

C. H. Beeken is our new billing clerk.

Members of the Kiwanis Club and other civic clubs in Cedar Rapids were honored by a talk from Charles H. Markham, president of the Illinois Central, on March 5 at the Montrose Hotel. Reservations were made for 260 men. Mr. Markham, as speaker of the day, was introduced by John M. Grimm, local attorney for the Illinois Central, who also presided as toastmaster. A delegation of local citizens met the party of officials on arrival and took them out for a motor trip about the city prior to the luncheon. Accompanying Mr. Markham were W. S. Williams, general superintendent, Waterloo; L. E. Strouse, division trainmaster, Dubuque, and James Carey, road supervisor, Manchester. They were met at the station by F. E. Wallace, traveling freight and passenger agent, and by Sanford Kerr, local freight agent.

Mildred George, stenographer, took part in a Living Picture Festival given at the Majestic Theater on March 17 and 18 at which many of the old masterpieces were reproduced. Mildred posed very creditably in the picture, "A Pot of Basil."

We extend our sympathy to C. F. Perrill, chief clerk, and Mrs. Perrill, in the recent loss of their grandchildren, Robert and Patricia Perrill, both of whom passed away within a week after suffering from bronchial pneumonia.

Mrs. Van Dyck Fort, a well-known former resident of Cedar Rapids, who died at her home in Chicago on April 1, after an illness of two months, was brought here for burial on April 4. She is survived by her husband, Van Dyck Fort, assistant traffic manager of the Illinois Central, her daughter Rachel, of Chicago, Mr. and Mrs. John W. Witwer, her parents, two sisters and one brother of this city. Services were held at Oak Hill Cemetery. The body was brought from Chicago in a special car. Members of the funeral party besides the immediate family were W. Haywood, general freight agent; B. J. Rowe, coal traffic manager, and F. C. Furry, assistant general freight agent, of Chicago, L. E. McCabe, superintendent, of Dubuque, and F. E. Wallace, traveling passenger and freight agent.

WISCONSIN DIVISION

W. J. Henninger, engine foreman at Bloomington, is on the sick list. Mr. Henninger went home for lunch at noon Wednesday, April 5, and was taken suddenly ill. For several hours his condition was very critical. However, at present he seems to be much improved and hopes to be back on the job in the near future.

Richard Devon of Minonk is filling the vacancy caused by the resignation of Yard Clerk L. A. White of Bloomington. Mr. Devon is a former member of the famous Minonk fans' basketball team.

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ILLINOIS WATCH COMPANY

Springfield, Illinois

The old and the new at our bridge over the Iowa River at Iowa Falls, Iowa. At left, an old wood-burner of the Dubuque & Sioux City Railroad, our predecessor in Iowa, passing over the bridge; at right, one of our modern passenger engines pulling a train over the same place. Note how the bridge has been changed. Photograph at left by courtesy of F. E. Foster of Iowa Falls.

merchandise car out of Chicago each evening reaching Dixon at 6:30 a. m. The car is doing a nice business which will be greatly increased when refrigeration service is given. The entire office and yard force put a shoulder to the wheel and worked up a business for such a car on short notice.

Carload shipments of eggs have been begun from Dixon. These shipments are handled by the Illinois Central and destined to New England points.

Spring seeding in the vicinity of Dixon is being seriously delayed owing to the April rains and continued cold weather.

Miss Loretta Lampert, bill clerk at Rockford, is on a three weeks' leave of absence on account of illness.

Miss Theresa Johnson, supervisor's clerk, recently won a pretty diamond ring in a popularity contest given for the benefit of the Boy Scouts at Freeport. First prize went to the representative of the Stephens Motor Works, the Illinois Central representative coming in second.

After an illness of three months Joseph Daniel Murphy passed away recently at St. Francis Hospital, Freeport, Ill. Mr. Murphy was born in Freeport March 19, 1892, and was a son of Mr. and Mrs. D. T. Murphy. He spent his entire life there, and he had been in the employ of the Illinois Central for the past five years as a brakeman. He was married to Neva Mullarkey on January 25, 1921. Besides his wife he is survived by his mother, and a sister, Mrs. Frank Smith, of Freeport. His father, the late D. T. Murphy, was depot master for the Illinois Central for many years. Mr. Murphy was a member of the B. of R. T. and was all his life a member of St. Mary's Catholic church.

IOWA DIVISION

Engineer H. M. Rhodes resumed work April 3, after spending the winter in California.

Miss A. E. Shaw, agent at Ells, is absent on a thirty days' vacation, visiting points in the Southwest.

W. P. Wall, agent at Steen, has resumed work after visiting his people in the South.

Valuation Accountant A. V. Downing has resumed work after an absence of three weeks on account of an attack of pneumonia.

Dispatcher C. L. Mitchell is absent, now visiting his parents in Missouri.

Miss M. E. Gibson, operator at Fort Dodge, has resumed work after a trip to New Orleans and other points of interest in the South.

KENTUCKY DIVISION

Harry G. Schoenlaub and Clifford Slider, clerks in the local freight office at Louisville, have taken the third plunge into the "musical waves." They are credited with composing and publishing the following three song hits: "She Rolls 'Em Down," "My Dream of Heaven and You" and "Swanee River Blues." If you haven't heard them, you're missing something.

Andrew Thome of the local freight office at Louisville will soon wed Miss Elizabeth Pitt.

Conductor R. W. Leroy, Paducah district, who has been off duty for the last five months on account of illness, has returned from Florida, where he went to recuperate.

Conductor F. P. Coburn, Paducah district, who has been off duty for several weeks on account of illness, has returned to the service.

Train Clerk Giles Pickering of Paducah, who underwent an operation at the hospital, has recovered and returned to the service.

Acting Chief Yard Clerk De Vere ("Fatty") Rudolph of Paducah is recovering from an attack of rheumatism. "Fatty" purchased himself a motor car some time ago.

Chief Dispatcher J. W. Taylor, who is on leave of absence on account of his health and who is now in Tucson, Ariz., writes that he is slowly but surely regaining his health, and his many friends on the Illinois Central System send him good wishes.

Signal Supervisor T. L. Davis, who has been dangerously ill at his home in Martinsville, Va., is, we are very glad to report, somewhat improved. He has been granted a leave of absence and will depart for an extended stay in the West as soon as his health permits.

An Illinois Central baseball team has been organized at Louisville. Assistant Engineer C. J. Carney was elected manager and Chief Accountant R. D. Miller was made secretary and treasurer. From the enthusiasm and interest manifested thus far, and the number of applicants turning out, it looks as if we are going to have a first-class team.

TENNESSEE DIVISION

Old Doc Stork paid us another visit March 4 and left a fine baby girl at the home of Trainmaster J. J. Hill, and they called her Caroline.

To prove that he is a little partial to the female sex, Doc Stork made another visit on April 8 and left a fine baby girl at the home of Marshall A. Cole, yard clerk.

Miss Vivian Williams was off a few days recently, on the sick list.

Roadmaster S. J. Holt lost a son and a daughter recently, or we might say he acquired another daughter and son, when his son, T. C. Holt, married Miss Willie Sale of Covington, Tenn., on March 31, and the couple accompanied Miss Virginia Holt and Daus Johnson, formerly of Fulton, but now working in Detroit, Mich., to Chicago, where the latter were married April 1, with the newlyweds acting as bridesmaid and best man. The newest newlyweds left immediately for Detroit, and the other happy couple returned to Fulton.

J. M. Jackson, J. W. Moorhead, W. A. Love, W. H. Cox and J. M. Hoar attended the Railway Appliance Show in Chicago, March 13 to 16, inclusive, and all report an interesting and educational experience.

R. C. Crocker, fireman, Dyersburg, Tenn., has been commended for interest manifested and action taken when he extinguished a fire on a bridge just south of Dyersburg, March 16, probably avoiding considerable damage to the bridge and delay in traffic.

Conductor W. F. Sutton, Fulton district, has been commended for the interest shown and the course pursued in cutting out of his train, Extra 1864, at Fulton, March 14, car IRCX 1207, oil, which was routed via Corinth and the Southern Railroad to Memphis.

Engineer R. E. Hockersmith, Fulton district, has been highly commended for the excellent

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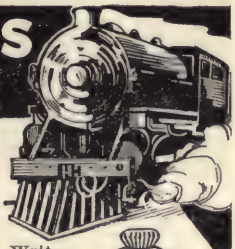

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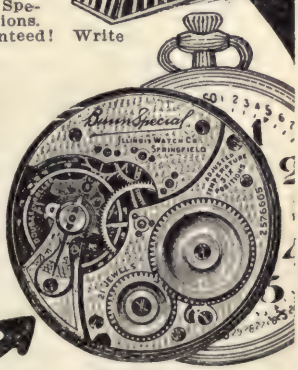

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Billie Brown Dalehite, 2½ years old, is the son of Mr. and Mrs. J. B. Dalehite, 477 Simpson Avenue, Memphis, Tenn. Mr. Dalehite is a conductor on the Tennessee division and has been in the service twenty-three years. Billie has not yet been planned a future, but it looks as if he will be a heart smasher.

work and good judgment exercised while on train No. 103, Engine 1115, March 29, when the engine was disabled at Rialto, Tenn., and he handled it on into Memphis without serious delay and did not call an extra crew.

J. R. Holley, trainmaster's clerk, Jackson, paid a little visit to the division office at Fulton the first week in April, and acquainted himself with the division employes with whom he has been working for some time but had never met.

MISSISSIPPI DIVISION

M. L. Hays, formerly agent at Winona, Miss., has been promoted to be supervising agent of the Mississippi division. G. E. Franklin, who has been employed at Aberdeen as operator for a number of years, has succeeded Mr. Hays as agent at Winona.

H. P. Patten, supervisor's clerk, Sardis, Miss., has been appointed postmaster at that point and will assume his new duties within a short time.

Walter Tate, baggageman, after an extended visit to the Bahama Islands and Cuba, has returned to service with many interesting experiences to relate.

J. J. Ford, accountant, superintendent's office, has returned from a three weeks' stay in Hot Springs, Ark., much improved in health.

The latest report from E. A. Cleveland, D. V. accountant, who has been in the Chicago hospital for several weeks, is that his condition is greatly improved and he expects to return home shortly.

Miss Mattie Watts, supervisor's clerk, Grand Junction, Tenn., who has just undergone an operation at the company hospital in New Orleans, is reported doing nicely.

J. T. Nason, passenger conductor, is at present in the hospital at New Orleans for expert medical treatment.

Louie Bloom, formerly an employe in the mechanical department of the Illinois Central at Water Valley and Durant, died at his home in Palestine, Texas, in the latter part of March. At the time of his death Mr. Bloom was holding the position of master mechanic of the I. G. N. He was a foster-son of General Car Foreman W. T. Everett, Water Valley.

It is with deep regret we announce the death of J. H. Wilson, pensioned mill man, at the home of his son in Little Rock, Ark., April 7. At the time of his death Mr. Wilson was 79 years of age. His service with this company extended over a period of twenty-six years. The body was brought to Water Valley for burial. Besides his wife, he leaves three sons to mourn his loss, one of whom, Philip, is one of our valued conductors.

A. P. Berglund, carpenter, mechanical department, died at the hospital in New Orleans on April 7, where he had been carried a few days prior in an effort to prolong his life. Mr. Berglund was born in Ulrica, Sweden, January 1, 1851. He was employed as carpenter in the shops at Water Valley in October, 1878, and had been in continuous service from that date until his death. Mr. Berglund was one of the five oldest employes on the Mississippi division, and a sketch of his life with his picture appeared in a recent number of our magazine.

Miss Selma Pitts Blankenship, daughter of pensioned Engineman William Blankenship, was married on April 8 to Henry Welling Davis of New York City. The wedding took place in Bowling Green, Ky., where Miss Blankenship was attending school. After a visit to her parents in Durant, Miss., Mr. and Mrs. Davis will make their home in New York.

Mrs. George Allen, wife of Engineman George Allen of the Aberdeen district, is now in the hospital at Jackson, Miss., seriously ill with pneumonia.

Mr. and Mrs. C. W. Somers of Memphis, Tenn., have been visiting in Aberdeen, Miss. Mr. Somers is a retired Aberdeen district engineman.

The hotel at Castalian Springs is now being remodeled and the grounds beautified by Mr. Caldwell of Chicago, who recently purchased this property. Durant is expecting guests from the North and East shortly after the opening about May 15.

Paul F. Tate, master mechanic's office, Water Valley, has been in the hospital in Chicago since March 7, undergoing treatment for his eyes.

Hays Brister, pipefitter helper, was married in Paris, Miss., April 9, to Miss Orlena Kelly.

Jimmie, Jr., the young son of J. G. ("Col.") Bennett, clerk, has been in the Oxford Hospital, where he recently underwent an operation. From last reports, he is improving and will be out of the hospital at an early date.

On April 10, 25 men were suspended in the mechanical department at Water Valley, making a total of 105 men suspended since March 31.

John Bailey, boilermaker, has been in the Illinois Central Hospital at New Orleans since March 28.

Joe Strolin of Chicago, one of the pensioners,

was a pleasant visitor recently. Mr. Strolin is as young as the day he was pensioned. He was employed as a machinist at the Water Valley shops at the time of being pensioned, May, 1916, which was after thirty-seven years' service.

LOUISIANA DIVISION

Railroad and Industrial Day of Homecoming Week was, of course, the best day, since the Illinois Central was host. That night everyone was invited to join in a grand march on Main Street which was led by Trainmaster H. P. Campbell and Miss May D. McMichael, stenographer to the chief dispatcher. Following the march there was a quadrille given by the following railway employes: H. P. Campbell, trainmaster, and May D. McMichael, stenographer to the chief dispatcher; W. E. McCloy, supervising agent, and Eva Bennett, clerk to the master mechanic; G. W. Spragins, operator, and Bessie Bennett, clerk to the master mechanic; J. W. McMasters, night yardmaster at Gwin, and Claire Pimm, clerk to the supervising agent; Pat Hanrahan, Sr., plumber, and Neola Ansley, timekeeper to the master mechanic; George Hammond, painter, and Roberta Darville, stenographer to the road supervisor; T. D. Faust, conductor, and M. Q. O'Quin, private secretary to the master mechanic; H. L. Browder, engineer, and Beulah Youngblood, accountant. All the girls were dressed in costumes representing 1872. After several encores, a community dance was begun in which the old and young took part.

We have welcomed during our Homecoming Week numerous former railway employes as well as those who have been promoted and transferred from our ranks. Among the homecomers were: Assistant General Storekeeper and Mrs. W. S. Morehead, Chicago; J. H. Mashburn, local chairman of the O. R. T., and family, Hammond, La.; Conductor and Mrs. Charles Dunbar, New Orleans; Pensioned Engineer and Mrs. Frank Cummings, Pascagoula, Miss.; Engineer and Mrs. J. H. McGuire, New Orleans; General Car Foreman and Mrs. H. L. Arnold, Memphis; Roundhouse Foreman and Mrs. W. J. Lang, New Orleans; Wm. McCubbin, former chief clerk to superintendent, New Orleans; General Foreman M. A. Bouysou, Gwin, Miss.; General Foreman L. Miller, Jackson, Miss.; Night Yardmaster and Mrs. J. W. McMasters, Gwin; Ticket Agent W. E. Pleasants, Jackson; Ticket Clerk C. S. Williams, Jackson; Ticket Clerk J. H. Moore, Jackson; George H. Terry, assistant chief clerk to agent, Jackson; Claim Agent H. G. Mackey, Jackson; Baggage Clerk A. B. Carruth, Brookhaven, Miss.; Yardmaster B. D. Negrotto, New Orleans; A. D. Leopold, chief clerk to district foreman, New Orleans; Joe Hodges, clerk to district foreman, New Orleans; Engineer and Mrs. Albert McFadden, Canton, Miss., and Clerk F. F. Streibich, Natalbany, La.

Another visitor we heartily welcomed was Talmadge Hardy, former brakeman on the Louisiana division, who was injured during service in the World War. His injury has prevented him from further service with the Illinois Central. He came down from his home in Water Valley to be with us during our celebration, and we hope that he will stay with us longer.

The tennis match between the Illinois Central and the town, with F. F. Streibich, clerk at Natalbany, and A. B. Simmons, clerk to the master mechanic at McComb, representing the Illinois Central, and with S. S. Stebbins and Professor Gibson representing the town, ended 4 to 1 in our favor.

R. M. Wilson, former clerk at Amite, La.,

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This 21-jewel Illinois Watch—the **Bunn Special** sent on trial. Do not send us a penny. The Bunn Special, made to be "the watch for railroad men," is adjusted to 6 positions, extreme heat, extreme cold and isochronism. 21-jewel movement, Montgomery Dial, handsome guaranteed 20-year gold-filled case. *Guaranteed to pass inspection on any railroad.*

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LOUISVILLE, KY.

has become ticket and baggage clerk at McComb. J. H. Daughdrill has gone to the Jackson ticket office.

W. T. McGuire, chief clerk to the superintendent, is walking around with a rather dignified air since his farm exhibit took first prize on Farmers' Day of Homecoming Week.

Miss Louise Wheelock, stenographer to the storekeeper, is on a leave of absence on account of ill health. Miss Thelma Smith of Tylertown is filling her place.

G. L. McAllister is our new extra dispatcher. He comes to us from Memphis.

An Illinois Central romance is shown in the marriage April 1 of Miss Gladys Marie Browder, chief performance clerk at McComb, to William E. Berry, operator at Summit, Miss. Mrs. Berry is a daughter of Engineer H. L. Browder.

H. Hays, 72 years old, for many years a resident of Jackson, Miss., and a former traveling freight agent for the Illinois Central Railroad, died at Jackson March 12 after an illness of many months. Mr. Hays is survived by a widow and two sons, Lorraine Hays of New York City and Harry H. Hays of Yazoo City.

Jackson, Miss.

Sympathy has been extended to J. L. Morgan, local freight agent at this station, in the loss of his father, J. P. Morgan, who died February 20 and was buried at the family home at Lewiston, La.

Our local force suffered a distinct loss in the death of Frank H. Benjamin of the warehouse section, February 19. Frank was a man of more than usual experience, genial as a friend and valuable as an employe.

Mrs. J. P. Martin, accountant, has been absent because of illness.

The business outlook at this station is favorable. Our tonnage, earnings and expenses compare most favorably with last year at this period, and we are inclined to believe that prosperity and normalcy have actually arrived.

MEMPHIS DIVISION

A record run was made over the Memphis division April 6 with a trainload of perishable freight, which included a trial shipment of vegetables loaded at Biloxi, Miss., April 5, for a test run in competition with another car handled direct over another road. This train was handled by Engine 969, Conductor H. L. Scates and Engineer C. W. O'Donnell. It left Gwin at 9:40 a. m. and arrived at Nonconnah Yard at 3:40 p. m., a run of six hours, handling 2,541 tons in sixty-six cars and consuming but thirteen tons of coal on the entire trip. Four stops were made over the entire division, a distance of 146 miles, for water and coal. This is three hours better than the usual banana schedule and one hour and thirty minutes faster than the usual vegetable schedule.

During March thirty-one vegetable trains from the Rio Grande Valley were handled over the Y. & M. V. route from Baton Rouge, all of which maintained schedule or better.

Chief Dispatcher A. A. Freiberger reports that perishable freight business—vegetables, berries and bananas—shows a marked increase for this season over previous years.

A favorable entry has been made on Fireman H. E. Weekley's record for discovering and reporting fifteen inches of broken flange on a car of company coal being unloaded on the coal chute track at Lambert, Miss., April 4.

Division Gardener Wilton Dorsey reports that H. S. Moulder, chief gardener at Champaign, Ill., has furnished several hundred fruit trees, grape vines and shrubs, and many of the homes of the section foremen have been greatly improved. We have thirty parks on the Memphis division, about one-half of which have now been provided with new hedge fences. The work of improving the appearance of our division is making rapid progress.

Here is Mary Virginia Clark, 8 months old, daughter of D. C. Clark, accountant in Superintendent J. M. Walsh's office at Memphis, Tenn.

Mrs. D. C. Clark, wife of Accountant D. C. Clark in this office, who has been in the West on account of ill health, is reported as having improved very much.

Conductor J. H. McCraney returned to service in March. Mr. McCraney has not worked for more than a year, having been on a leave of absence on account of injuries sustained when a negro shot him accidentally while he was performing his duties on a passenger train at Sunflower, Miss. The negro followed his wife on the train, it seems, because she was leaving him, and a bullet accidentally struck Mr. McCraney.

Clarksdale, Miss.

Engineer T. G. Paterson, returning from a trip to his old home in Cherokee, Iowa, was accompanied by his sister, Miss Katie Paterson, who will make her home here. Mr. Paterson has purchased a home at Sixth and Le Flore.

Engineer P. C. Barr has purchased vacant property at Sixth and Le Flore and intends to build his new home at an early date.

Mr. Price, coal chute foreman, has erected a new bungalow on Seventh Street, into which Car Foreman Conerly has moved.

Paul C. Gelston and Richard F. Gelston spent several days recently with their parents at Durant, during which time P. C. arranged for improvements to buildings on a farm which he purchased near that city. He reports unusual activity among the farmers in that section in dairying.

Engineer Roy Hiner has completed a garage in which to house his new car. Mrs. Hiner

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THEO. H. PRICE

whose address upon

"Some Economic Hallucinations"

was printed in this magazine last month is the editor of a weekly newspaper called

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With the understanding that in asking for and accepting it I incur no obligation, please send a free sample copy of COMMERCE AND FINANCE to the undersigned.

Name .....

Street .....

City ..... *State* .....

was one of the successful saleswomen in a recent newspaper subscription contest conducted by the Clarksdale Register, winning a 5-passenger motor car as second prize.

Jesse Gray, machinist, has just completed a new combination store and residence building.

MEMPHIS TERMINAL DIVISION

A. W. Giehler, assistant chief clerk to the superintendent, has moved into the new bungalow recently purchased by him in Highland Heights.

W. E. Gerber, B & B clerk, has returned from a recent trip to New York City, being called there by the illness of his father.

The IC-Y&MV baseball league opened its schedule Sunday, April 16, with games between the Power House and Local Office teams and between the Outbound and Memphis Shops teams. The schedule calls for eighteen games, beginning April 16, and closing August 13, all games to be played in Arnualt Field at the Fairgrounds. This league is a member of the Memphis Associated Amateurs. More interest and enthusiasm is being displayed in baseball among the railway employes this year than has been for some time past, and good crowds are expected at all games.

Teams, managers and players are as follows:

Local Office—R. C. Hudson, manager; Wessell, c.; Hudson and Trouy, p.; Morgan, ss; Halley, J. E., 1b; Leggette, 2b; Walsh, (Capt.), 3b; Trippe, lf; Halley, L. T., cf.; Gayden, rf; Hurt, Alexander, Mabie, utility.

Power House—F. M. Welborn, manager; Taylor, c; Weeks, Chase, Davis, p; Arnold, 1b; Mapp, 2b; Stevens, (Capt.), ss; Davis, H., 3b; Maupin lf; Welborn, cf; Woods, rf; Cardell, utility.

Memphis Shops—George Marero, manager; Miller, c; O'Sheridan, Owens, p; Moore, ss; Carpenter, 1b; Stokes, (Capt.), 2b; Strickland, 3b; Rawles, Jr., lf; Nix, cf; Wilson, rf; Beasanburg, Shepherdson, Geber, utility.

Outbound—W. E. Duncan, manager; Kyle, c; Cross, Moltedo, Jefferson, p; Evans, K., 1b; Worley, 2b; Johns, ss; Nusch, 3b; Maier, lf; Tygard, cf; Jones, rf; Evans, F., (Capt.), Kinney, utility.

Mechanical Department

J. W. Cox, boilermaker, whose hand was so badly crushed by being caught in a bending clamp that he had to be taken to St. Joseph's Hospital, is reported much improved.

B. J. Haley, machinist, has gone to Chicago, where he will undergo an operation at the Illinois Central Hospital.

C. W. Miller, machinist, and Mrs. Miller have gone to Paducah, Ky., called there by the death of a relative.

John Casey, drill press operator, is on the injured roster with a sprained wrist.

The members of the Illinois Central and Y. & M. V. baseball teams desire to thank their friends and the many business men who donated so liberally toward the fund solicited to buy uniforms and equipment for the Illinois Central League. The uniforms have arrived, and the club made its first appearance in the M. A. A. parade Saturday afternoon, April 15.

P. O. Bailey, machinist, who was stricken with a second paralytic stroke while at work and taken to St. Joseph's Hospital in a critical condition, has been removed to the Illinois Central Hospital at Chicago.

George Utz, machinist apprentice, and Miss Marion E. Townes were married at Marion, Ark., recently. The ceremony was performed by the Rev. J. R. Nelson of the Baptist Church. The young couple will be at home at 2086 Jefferson Avenue.

P. Landers, a former employe of the Illinois Central, has opened up a lunch and soft drink parlor in the Darnell Building, near the new viaduct.

Sidney Weaver, pipe filler apprentice, who was operated on at the Illinois Central Hospital at Chicago, is reported much improved.

The Lauderdale Improvement Club held its third semi-weekly entertainment in the school auditorium, Friday evening, March 24. A large audience was present, and the repeated encores given the volunteer talent proved it a huge success. The entertainment was under the supervision of Mr. Pepper, and the following program was rendered:

Ocarina Solo.....Miss Rose McNichols
"Just for Fun".....Henry Cook
Soprano Solos.....Mrs. H. W. Strothers
Interpretation Dance.....Dainty Dot LaFollette

Dorothy Jacqueline Smith, 3 years old, is the daughter of Roy L. Smith, who has been in the service of the Illinois Central System at Memphis as hostler for the past eleven years. She is also a niece of Terminal Engineer J. H. Smith. Dorothy has a smile for everybody.

Saxaphone Solos.....Mrs. Heidelberg
Jazz Songs and Banjo Solos.....
.....Martha Frances McKinney
Interpretation Dance.....Miss Florence Lauer
Blackface Sketch..Noble Craig, Laurence Wanen

C. W. Miller, machinist, Nonconnah shops, has purchased the property at 310 Simpson Avenue formerly owned by Engineer Herman Slusmyer and will occupy it shortly.

William Kelley of Helena, Ark., is visiting friends and relatives in this city for a few days.

W. L. Gideon, blacksmith, who has been confined to his home on account of illness, has resumed work.

The equipment for the Lauderdale Fife, Drum and Bugle Corps has arrived, and the boys are busy taking instructions under a competent instructor.

David Barnett, engineer, has purchased a lot on Mallory Avenue and will erect a handsome residence in the near future.

Miss Kate Barnett, daughter of Engineer G. L. Barnett, has been nominated for queen of the carnival to be held in South Memphis in celebration of the opening of the new Illinois Central viaduct. Miss Barnett is popular in athletic circles and has a large following of friends who will rally to her support.

A. H. Moore, machinist, and Mrs. Moore, who have been visiting relatives at St. Augustine, Fla., for the past thirty days, have returned home.

William Gaffney, a former employe of the Illinois Central, who was shot and robbed at the Illinois Central tracks, Main and Iowa streets, and taken to the General Hospital, is in a critical condition at the time of writing (April 12). Small hopes are entertained for his recovery. Gaffney was formerly a resident of Water Valley, Miss., and has lately conducted a brokerage business at 919 Barton Avenue. He is a nephew of the late W. H. Watkins, formerly master mechanic at the shops in this city.

Charles Barnett, machinist apprentice, has returned home after a two weeks' course of treatment at the Illinois Central Hospital, Chicago.

W. Simmons, millwright, bridge and building department, who has been confined to his home with a broken rib, is able to resume work once more.

VICKSBURG DIVISION

The water on the Silver Creek district has been eleven feet over the rails in the deepest place. The trains operating over this district were pulled off Sunday March 25.

A number of the Vicksburg division employes attended the triennial conclave of Knights Templar at New Orleans, La., April 23 to 27.

Miss Lucille McCool, stenographer to the division accountant, was called to her home near Kosciusko, Miss., recently by the death of her aunt.

Wave washes on the river front at Greenville have caused some little excitement among the people; however, there was no imminent danger.

Back water from the Yazoo River was six inches below the rail on the main line near Smedes. Forces were busily engaged in sacking and building levees to prevent water from coming over the rails and to prevent hampering the usual prompt and efficient train service for which the Vicksburg division is noted.

Supervising Agent Regan, Agent Mallory of Cleveland and Agent Bounds of Leland spent several days visiting the agents at New Orleans

and Baton Rouge in the interest of increased efficiency at their stations.

Everyone on the division is glad that Superintendent T. L. Dubbs has entirely recovered from his recent attack of "flu" and is back on the job.

The work of developing the oil and gas well at Glen Allen is still progressing nicely, and everyone is in the hopes that the work will ultimately bring in a big gusher.

Freight Agent T. A. Noel of Greenville has returned from Chicago with Mrs. Noel, who spent several weeks in a hospital at that city. We are all so glad to know that she was greatly benefited by her trip.

The work of constructing the 18-foot concrete road between Leland and Hollandale is progressing rapidly.

We have learned of the death of E. M. Shropshire of Columbus, Miss., brother of our popular B. & B. supervisor, to whom we all extend our deepest sympathy.

S. Simmons, chief clerk to the superintendent, now travels to and fro from the office in a brand-new motor car.

NEW ORLEANS DIVISION

J. H. Evans, veteran engineer, after a long and faithful service has retired on a comfortable pension. After an exceptionally active career Mr. Evans finds it hard to realize that he is at last out of harness. The work seems to call him back. He says he now fully comprehends how irresistible is the lure of the rails.

The death of Paul Bourgeois, signal maintainer at Baton Rouge, La., occurred on March 12. Mr. Bourgeois entered the service of the Y.&M.V. as a helper in 1916. He served two years in the army and upon his return was promoted to maintainer, a position he held until his death.

General Yardmaster F. C. Hattic, after a serious illness, has returned to his duties at Vicksburg yard.

The scene at present (the middle of April) in and about the company's properties at Vicksburg is highly animated and interesting and daily attracts to the vicinity of the passenger and freight depots hundreds of curious spectators. The mighty Mississippi is on one of its periodical floods, and this one promises to be the most formidable in years. Fighting an overflow like that of the Father of Waters is a man's job, and manfully are the railway people fighting it. There are no hurried and futile makeshifts in this game. The fight is conducted scientifically, every move deliberate and designed.

Superintendent F. R. Mays, Roadmaster E. W. Brown, and all the department chiefs are busy men, indeed. Safety assured here, they will move down the line with the progress of the flood to other points which may be dangerously affected.

Bridge gangs, extra gangs, waterworks gangs, all sorts of gangs are here. Rubber-booted men are hurrying to and fro night and day, without ceasing—human ants, each to his appointed task with earnest alacrity—reinforcing levees here, building embankments there, with engine bells ringing, whistles shrieking, pumps pulsating, and all the while the wind-swept river, its waters rolled up into surging billows, pounds the defensive earthworks with merciless fury. To add to the many difficulties which at first sight seem almost insurmountable, the river level being higher than the street level by several feet, the water oozes through the concrete sidewalks and pavements, wells up through sewers and manholes, and the inevitable back water sneaks up from unprotected territory like a thief in the night—and then it rains!

Lending further interest to the scene, there are two big, noisy hydroplanes operating out in front of the passenger station carrying passengers to dizzy heights to view the mighty spectacle. They circle about like monster gulls, and the passengers look down and marvel at man's diminutiveness and the greatness of his projects.

But the worst is yet to come. Several days must elapse before the crest arrives and when it does we are ready—and we will win, as the saying is, "in spite of hell and high water."

As an example of the enthusiasm and family spirit needed to win a campaign, note the following bit of verse by Engineer Elmer Lees of Natchez, Miss., New Orleans division, summing up the division's efforts in the recent inter-divisional coal campaign in which the New Orleans division participated.

In February, twenty-two,
A feat we started out to do,
Show I. C. men we'd win the game
And thus achieve undying fame.
We'd win out in the Coal Campaign
And fuel save, and glory gain.
The Superintendent sent for me,
"You're the man I want, Elmer Lee.
Get every man to do his bit
And give them all your big, glad mitt;
And ask them all to do their best
To win out in this fuel test."
I packed my grip, went down the line,
I tell you, boys, the trip was fine.
I shook hands with my many "fren's"
Among whom were some handsome—hens.
I talked **"Save Coal,"** dreamed in my sleep
That in a mine, both dark and deep,
I picked out coal for us to use;
Sent I. C. slate and all refuse.
Co-operation? I should say
We got it, sure, both night and day.
For ev'ry man upon our line,
I'll tell the world, is fit and fine.
And speaking of Division pride—
Equals? Not in a whole year's ride.
The game was won by master plays,
The cards were dealt by Mister Mays;
Our good friend, Lynch—he played them hard,
I'm almost sure he worked a card.
Cronin, with big flush in his sleeve,
He would have played it, I believe—
But Christy in the op'ning seat
Just watched the men—so no "cold feet".
Old Pete Gallagher watched his stack,
Tom Carter drafted every "jack";
Division men behind their backs
Watched what went through the kitty cracks.
With J. B. Y. and F. H. A.
Cutting the game both night and day,
Now, how the hell could I. C. win
When up against this game of skin?

O. R. Weitzel, agent at Cedars, Miss., noticed a broken flange on I. C. 53718, a refrigerator car, while it was en route north March 27, and notified F. H. Anderson, trainmaster at Vicksburg. An investigation at Vicksburg showed that the car, which was loaded with vegetables, had a freshly broken flange.

ILLINOIS CENTRAL MAGAZINE

JUNE, 1922

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J. W. Stevenson

Mr. Stevenson, whose appointment as assistant general passenger agent, Northern and Western lines, was announced effective December 1, 1921, was born in Chicago, September 17, 1888. He was educated in the public and English High and Manual Training schools of Chicago. In July, 1903, he entered railway service as an office boy with the Western Passenger Association in Chicago, later serving in various other positions. On October 7, 1909, he accepted service with the Chicago Great Western Railroad as passenger rate clerk, a position he held until November 15, 1912. On that date he entered the service of the Illinois Central as a rate clerk in the passenger department. He became assistant chief clerk on March 16, 1914, and chief clerk on May 13, 1914, a position he held until March 1, 1920, when he was appointed district passenger agent at Chicago. On April 1, 1920, he became chief clerk in the traffic department, and on December 1, 1921, was appointed assistant general passenger agent.

VOLUME TEN NUMBER TWELVE

ILLINOIS CENTRAL MAGAZINE

JUNE NINETEEN TWENTY-TWO

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Advertising rates upon application.

GEORGE M. CROWSON, *Editor.* CHARLES E. KANE, *Assistant Editor.*

Drive to Reduce Accidents at Crossings

Illinois Central System Will Join With Other Railroads in Campaign June 1 to September 30

The Toll

The following table shows the number of persons killed and injured as the result of accidents at grade crossings on the Illlnois Central System during the last five years:

	Killed	Injured
1917	53	144
1918	50	201
1919	74	224
1920	47	251
1921	58	207

Cross crossings cautiously!

DURING 1921 forty-one persons lost their lives as the result of 406 automobile grade-crossing accidents on the Illinois Central System, and 168 persons were injured. In addition to the accidents in which automobiles were involved, seventeen other persons were killed and thirty-nine other persons were injured at the grade crossings on this railway system.

The 504 accidents at grade crossings on the Illinois Central System last year were preventable. While it was not within the power of the management and employes to prevent them, they could have been prevented by close co-operation between the employes of the railroad and the public.

Beginning with June 1, the Illinois Central System will join with all the other railroads of the country in a nation-wide campaign to prevent accidents at railway grade crossings. As explained in the statement by President Markham in this issue, it would require billions of dollars to separate the grades at all highway-railway crossings. Therefore, with that alternative beyond reach for many years to come, we are confronted with the necessity of dealing with the problem with the means at hand. Experience has shown that the only method is the exercise of caution by the drivers of vehicles and others who cross railway tracks at intersections with streets or highways.

The nation-wide campaign is under the direction of the safety section of the American Railway Association. The drive will continue until September 30. Elsewhere in this number there is published a transcript of the address which President Markham made before the safety section at the meeting at which plans for the national campaign received their final approval.

No railway employes have had more experience with grade-crossing accidents than locomotive engineers. They are confronted with the problem almost daily. With that in mind, the *Illinois Central Magazine* has asked a number of locomotive engineers for short statements setting forth what they consider to be the means of attacking the crossing problem. Twenty-one engineers have complied, and their statements are given herewith:

C. J. BARNETT, *Memphis:* I do not see how any sane person could drive a car in front of a moving train. I do not claim that every person who drives a car is insane, but I do say that anyone who is struck by a train on a public highway is insane at the time. There seems to be something about the running of the engine and the vibration of the automo-

bile and "floating through the air," so to speak, that makes some people lose all sense of safety for themselves and others, and I am of the opinion that something should be done that will in some way call their attention to the danger of these crossings. So often they will take a chance of losing their lives to cross the track and then stop and watch the train pass. A perfectly sane person would not do such a dangerous thing, and a careful driver would never get his car struck on a railway crossing even if there were no flagman or warning of any kind.

Speaking from a locomotive engineer's standpoint, we are perfectly helpless when a chauffeur drives a car on the tracks just in front of our engine. Surely he should know that we would not hit him could we help it. I have seen men with nerves of iron, men who are gray from years of service as engineers, sit down and weep after striking an automobile and killing the occupants.

Automobiles, due to the careless way in which they are being driven, cause us, as engineers, more anxiety and uneasiness than any other part of our work. We have automatic block signals to protect us from a defective switch or a broken rail, but we have no protection from an insane person who will deliberately drive into the jaws of death.

C. J. Barnett

The drive to get our people to be more careful is a good thing. A constant drip will wear stone; so we will just have to keep constantly at it, and prevent all the accidents we can. Engineers can sound their whistles to comply with the law; they can also sound the same whistle to prevent an accident on the crossing by putting pep in the whistle.

Another suggestion I would like to make is that on each motor vehicle windshield, in small letters, these words appear: "If you don't know, don't go."

Urges Law and Common Sense

E. J. Bolian, *New Orleans:* Grade-crossing accidents are taking lots of space in the daily papers throughout the United States, and it seems that no effort is being made by the law-makers to help the railroads prevent such accidents. It appears to me that the majority of people are losing their minds over automobiles. A great many, I am told, mortgage their homes in order to own automobiles and then after getting the machines in their possession start to commit suicide on the installment plan. From personal observation I am inclined to believe that when they start out on a joy-ride they think they have the right of way over any and all things.

E. J. Bolian

I am running a passenger engine on a fast schedule, and, while I have been fortunate in keeping from being tangled up in a lot of scrap iron that once upon a time was called an automobile, I must confess that I have come so near striking them at grade crossings after repeated notice of our approach was given by blasts of the steam whistle that I have wished they were in a place that was not so pleasant as an ice cream parlor.

Grade crossing accidents can be prevented if automobile drivers will use a little common sense. If they will do just half as much as the engineer does to prevent these accidents I am sure there will be no accidents. Since they won't do it of their own accord, then I say laws should be enacted that will compel them to.

The rules of this company require us to sound the whistle on approaching grade crossings. The sound of the whistle should be distinct, with intensity and duration proportionate to the distance the signal is to be conveyed. I wish to say without a doubt that this rule is carried out to the letter by all the engineers on this railroad. I have seen automobiles cross in front of me when I was a couple of hundred feet from the crossing and the whistle valve open at the time.

Since such warning has no effect, I would suggest that the different states pass laws that would impose a fine of not less than $50 and a jail sentence of not less than ten days on anyone driving or having charge of an automobile who crosses a railway track without first stopping to look and listen for approaching trains, the informant of such a violation

of the law to receive one-half of the fine collected. No one under the age of 18 should be allowed to drive an automobile. If we could get the help as outlined above people handling automobiles would be more careful, and I am satisfied that we would seldom hear of a grade-crossing accident.

"A careful man is the best safety device known" has more truth in it than poetry.

From a Panama Limited Engineer

H. D. HOWARD, *Champaign:* I have been in the service of the Illinois Central Railroad for forty-three years as a locomotive engineer, twenty years of this in passenger service, and I am now engineer on the Panama Limited.

I have often wanted to say a few words about the narrow escapes that automobile drivers have with this fast train. Several times they have driven their cars into the side of the train or the engine while the train was running at full speed. Others kill their engines on the track or dodge out from behind cars or elevators, and try to make the crossing ahead of the approaching train without even looking up. On Sunday especially the autoists seem to be carefree and take little notice when crossing the railway tracks, carelessly thinking they can speed up with their cars full of people, and get over the crossing ahead of the train which is in plain view. Why does the driver not think that a minute or two less will not change his plans after reaching his destination? He can stop his car in safety much sooner than the engineer can stop his train. The automobile ought to be under such perfect control that it could stop within a distance clear of danger when approaching all railway crossings.

H. D. Howard

The majority of these accidents could be avoided if the danger warning signals placed at all railway crossings were heeded: "Stop, Look, and Listen."

The carelessness of automobile drivers is putting many gray hairs on the heads of the engineers running fast trains, making nervous wrecks out of them. This is the greatest responsibility that I have while running this fast train. I sound the whistle at every road and street crossing, and keep the bell ringing continuously. The fireman and I always maintain a look-out position in the cab and give additional warning if necessary while passing through all towns.

The public demands fast railway service, and my advice to the drivers of automobiles is that when they cannot know positively that the way is clear they set the brakes and stop. That is what a good engineer will do.

Nerve-Wrecking for the Engineer

FRANK GALLAGHER, *Clinton:* To the locomotive engineer there is no greater menace, nothing more nerve wrecking and regrettable, than grade-crossing accidents. Yet careful analysis reveals the fact that in most cases such accidents are avoidable, most of them being caused by the carelessness and negligence of automobile drivers.

When we consider that the locomotive has a designated path which it must follow, and that all that is necessary for the automobile driver

AT RAILROAD CROSSINGS be careful. Don't cross tracks after train has passed until you can see that a train from the opposite direction is not approaching.

If view is not clear take extra precautions.

Be careful and happy today, not crippled and sorry tomorrow.

Your co-operation in the National Safety movement is respectfully solicited.

In six years

9,636 Persons were KILLED and

24,855 INJURED at highway crossings because they failed to observe these precautions.

to do when crossing this path is to satisfy himself that there is no locomotive approaching, it is deplorable that grade-crossing accidents with their attendant destruction of human life, suffering and the saddening of many homes should ever take place.

Frank Gallagher

To maintain the efficiency and high speed schedules in transportation demanded by the public, the engineer must drive his locomotive at a high rate of speed, and he is daily brought face to face with the carelessness of automobile drivers who disregard not only their own welfare, but the welfare of others.

Our slogan on the railroad is: "The best safety device known is a careful man." This slogan can be applied to automobile drivers as well. A careful man will satisfy himself as to his safety when crossing the path of a locomotive.

Sees Need for Law on Subject

I. H. MARTIN, *McComb:* There are by far too many crossing accidents. Will the public awaken and do its part in trying to reduce these accidents? Crossing accidents are due chiefly to the recklessness, carelessness, or indifference of the drivers of automobiles. The engineer does not want to kill or injure anyone, but when an automobile is driven directly in front of an engine the engineer is powerless to prevent injury and possible death.

I. H. Martin

Every state should have a law with a severe penalty requiring the driver of a motor car to come to a full stop before attempting to cross a railway track. All trains do this. It is the only way to prevent accidents. About six persons out of ten do not stop or look in either direction. The other four look in one direction only. Not one driver in a hundred stops, looks, and listens. The law in every state should require the driver of a motor vehicle to stop, look and listen. If he did this there would be no accidents.

Of all the nerve-racking experiences to which a locomotive engineer is subjected, the worst is to see an automobile dash suddenly into view as a crossing is approached; he has sounded the warning whistle, has the bell ringing and knows that he cannot stop his train, and has no way of telling whether the driver of the automobile is going to stop or not. There seems to be a disposition on the part of some drivers to run their cars at full speed up to a crossing as close as possible, and think it a good joke on the engineer, especially if he applies the brakes and brings his train to a full stop. The automobile driver little realizes the agony it causes the engineer. This very thing has happened to the writer many times, and I will have to admit that it takes all the starch out of me for a while.

As often as I read in the newspapers of some prominent person losing his or her life at a railway crossing, the first thing that enters my mind is this: Now the public will wake up and assert itself, and demand that a law be passed to prevent this carelessness of automobile drivers. But it seems that they soon forget their friends and loved ones, and seek retribution through the courts. And the Grim Reaper takes his toll.

Has Watched Situation Develop

FRANK ROSSON, *Memphis:* I have been running a passenger train twenty-one years, or throughout the life of the automobile. It is my observation that most automobile drivers do not take any precautions whatever when approaching railway crossings so far as I can see from my position in the engine cab. They seldom slacken their speed, and if they look they do so without turning their heads perceptibly. Very frequently, when they see me coming, instead of stopping they increase their speed and endeavor to beat the train over the crossing. If their view is obstructed they run blindly on to the crossing and trust to luck or to the engineer exercising more care than they do.

Frank Rosson

In approaching crossings where the

view is obstructed I reduce the speed and not only sound the crossing signals at designated places, but sound them repeatedly until the crossing is reached. I also see to it that, so far as practicable, my fireman times his work so as to maintain a look-out when approaching crossings and when passing through towns and villages.

On my run between Memphis and Vicksburg there are several crossings protected by electric bells, but so far as I can observe the average motorist pays no attention to the ringing of such bells.

I do not see how it is practicable for the railroad to do more than it is doing, or for the engineer to do more than I make it a practice to do, without interfering with the service. If the public can be educated to reduce speed or stop, and to use its eyes and ears, crossing accidents would be eliminated.

T. J. Powers

Perhaps national legislation, requiring motorists to stop or greatly reduce speed before going on to railway tracks, with a heavy penalty for failure to do so, and the construction of humps at obscure crossings, might help to educate automobile drivers to exercise reasonable care.

Cautions Friends to Be Careful

T. J. Powers, *New Orleans:* When approaching a dangerous crossing I sound the whistle three or four times, and also have the fireman on the look-out. At all times I take special care to see that the bell is ringing.

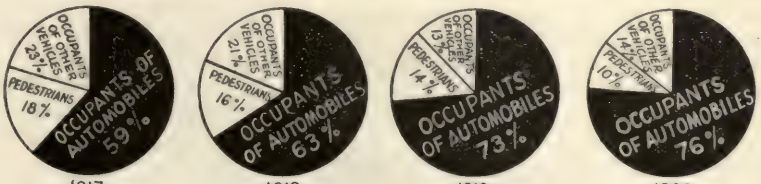
I caution every person I know who has an automobile about railway crossings and the ultimate danger resulting from careless driving. I also tell everyone I speak to about this important matter and ask them to mention it to others.

Either Unconscious or Daredevils

George L. Tenney, *Champaign:* From the point of view of the engineer, automobile drivers are divided into two classes. The first is the driver who does not think, but who absent-mindedly passes over railway tracks not realizing that they are there. He is more dangerous than the man who tries to beat the train across. The engineer, seeing the car moving at a moderate speed, may believe the driver is aware of his proximity to the tracks and will stop before crossing or attempting to cross. He is the man who does not hear the whistle and bell, who perhaps sees the train bearing down upon him and, by "stepping on her" to get over when he has gone too far to stop, kills his engine right on the crossing and is in turn killed by the locomotive. When this happens, witnesses should not testify that the engineer sneaked up on him, that the engine bell was

G. L. Tenney

DISTRIBUTION OF CASUALTIES AT HIGHWAY GRADE CROSSINGS . . . . . .



	1917	1918	1919	1920
CASUALTIES:				
KILLED	1969	1852	1784	1791
INJURED	4764	4683	4616	5077
TOTAL	6733	6535	6400	6868
PEDESTRIANS	982	778	698	687
OCCUPANTS OF:				
AUTOMOBILES	4083	4240	4790	5250
OTHER VEHICLES	1668	1517	912	931

not ringing, that the whistle was not sounded, that he did not have a clear view of the track, or that the headlight was not burning.

Now a word concerning the driver who, seeing the train approaching, decides to beat it to the crossing. Somehow we admire him. Even if he causes the icy hand of suspense and horror to clutch our heart until he is across or dead, we have an admiration for his foolhardiness. We know what he is going to do, in all probability. We know perhaps that he is coming at a speed in excess of that at which we are moving, and we use the emergency clause of our retarding system to prevent him from giving the fool-killer a chance to sit down and rest half an hour. By doing this we sometimes delay things enough to give him a chance to get over just ahead of us, when he almost invariably slows down and looks back at us and laughs. Then we wipe the cold sweat from our brow and say things. This happens on our fast runs almost daily. And sometimes he does not quite make it!

Sees Need for Co-operation

H. F. TURNER, *Centralia:* The elimination of road crossing accidents will require co-operation of the railroads, their employes, and the public, with emphasis on the public. The railroads generally have given this matter a great deal of thought and have gone to a large expense to prevent crossing accidents. The employes have been educated to use every precaution. Almost every engineer has had the experience of almost sending some reckless or careless motorist to eternity, and that makes enginemen so much more on the alert to prevent such accidents. Now let the public get the safety habit, and let the slogan of every motorist about to cross a railway track be "Stop, Look, and Listen!" Stop where you can look, take in what you see, listen constantly—and then heed what you see and hear.

H. F. Turner

I would suggest that at obscure and dangerous crossings the whistle be sounded with a greater degree of volume and intensity than at other crossings. The speed restrictions in smaller towns should be modified, and some of them should be eliminated. We have observed that in the town with a speed restriction of six miles per hour the motorist is often careless and takes unwarranted chances, while in the town with no speed restrictions he is more careful and cautious. Besides, the slow-moving train tempts the small boy to hop, which adds another menace and is often disastrous.

The public should never be led to think a railway crossing is safe, but should be taught that all crossings are dangerous.

Bumps for the Thoughtless

R. L. STOKES, *Memphis:* I would suggest that all highways at railway crossings should have humps about 8 or 10 inches high and about 3 or 4 feet wide extending from one side of the highway to the other, these to be placed 100 feet from the railway crossing on each side of the crossing. This plan would cause the motorist to slacken speed and would be a warning that a railway crossing is just ahead. On stormy and dark nights when signs cannot be seen and electric bells cannot be heard, this hump would give warning that a railway crossing is just ahead. Safety humps are inexpensive. They may be made from the same material as the highway, and they will last for many years.

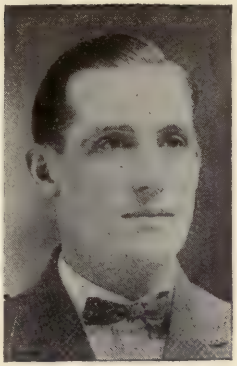
R. L. Stokes

From my observation of the majority of motorists, they do not slow down for railway crossings if the crossing is clear ahead of them. I positively know they have run over crossing flagmen who were trying to protect their crossings and give warning that trains were approaching. I was backing my engine through Memphis recently when an automobile approached the railway crossing on Shelby Street so fast that when the crossing flagman held his stop sign out the driver skidded his car 40 or 50 feet in his effort to stop, and stopped on the crossing, killing his motor. To prevent an accident I applied brakes, dropped sand and stopped my locomotive within three or four feet of this automobile.

Urges Tuning Up of Whistles

GEORGE W. WILSON, *Clinton:* It looks as if

the "Stop, Look, and Listen" law at highway and street crossings is too slow for the people of today. There is not enough caution and safety at railway grade crossings. I will suggest that Mr. Car Driver slow up at all crossings, shift gear, and, if the crossing is not clear, come to a stop; if the way is seen to be clear, let him then proceed over the crossing. He then has his car set in full power to pull over a grade or rough crossing should there be either or both. Never stop a car on a railway track if it can be avoided.



G. W. Wilson

The engineer should blow the whistle so as to space the blasts from the whistling post and finish close to the crossing. Also, if we see a car driver in doubt about having time to cross we should give him the second alarm. Oftentimes we can put him right, and he will not cross. Engine steam whistles should have good clear tones, carrying to and beyond the crossings. Railroads should tune up their steam whistles that need it before June 1.

If the public in general will take hold in the drive with the same force that the railroads will, much good will follow.

Motor Car Bumped Locomotive

JAMES J. ORCHARD, *Freeport:* It is my opinion that the elimination of automobile accidents at railway crossings is beyond human control unless the drivers of such vehicles use the faculty the Lord has endowed them with and consider the risk they take in crossing over a railway track ahead of an approaching train, for various things may happen in the way of a breakdown or accident to their automobile and at that particular time.

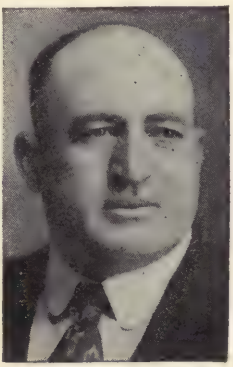
J. J. Orchard

I have thought for a long time that some laws should be enacted, making it compulsory, under penalty, for all automobilists to stop, look, and listen before attempting to cross a railway crossing, but I maintain, as before, that common sense is the main essential.

My observation as to the conduct of motorists is that the majority try to beat the train across at all hazards. I have had some near-accidents by the foolhardiness of these drivers in disregarding the warnings given by the sounding of the whistle and ringing of the bell. I recall one case in particular where an autoist drove his car into the side of the locomotive because he was not watching where he was driving. He claimed he was not looking in the direction from which I was approaching.

Suggests Bumps on the Road

J. O. GADSBY, *Memphis:* We engineers can contribute more toward making the nation-wide campaign for the prevention of highway crossing accidents a success than any other class of employes, by keeping a close lookout at all times and having our firemen do the same, and by being sure to sound the whistle and ring the bell for all road crossings. We should also see that our bell ringers are in good working order at all times.



J. O. Gadsby

Where practicable grade crossings should be eliminated by putting in subways and overhead bridges, which would eliminate all danger and would pay dividends in the end.

My observation has been that most accidents and near-accidents are caused by drivers of vehicles and pedestrians, instead of taking the safe course and slackening their speed when approaching a railway crossing, racing with the train to beat it to crossing. The sad part of it is that they do not always succeed.

I think the best device to prevent autoists from speeding over railway crossings would be to place a ridge or bouncer in the road near crossings and have a "safety first" sign near. The city of Memphis has this device on its parkway drives at all railway crossings and it is wonderfully successful, for when a motorist speeds over one and bumps his head against the car roof he slackens up for the next one.

Most Accidents Due to Speeding

N. W. FRISBIE, *Waterloo:* A study of motor

accidents has revealed that a vast majority of the disasters that overtake motorists are brought upon themselves by their own recklessness, and that 90 per cent of them are due to speeding.

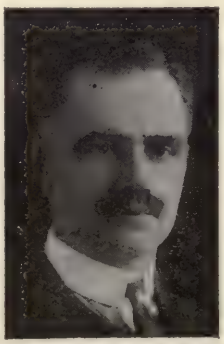
N. W. Frisbie

There is no law on the statute books of Iowa requiring a traveler upon our public highways to "Stop, Look, and Listen," but this rule has been generally adopted by the courts. My observation has been that motorists, as a rule, look straight ahead rather than to either side, and, seeing no obstruction, proceed. Time seems to be their main idea instead of safety.

One remedy which might prove effective in averting a great many accidents would be to place distinguishable whistles on passenger and freight engines. The motoring public would soon recognize the difference, knowing that when a fast mail or limited is approaching there is no time to cross.

Make the Motorist Responsible

P. G. Joest, *East St. Louis:* From my own observation, I notice that nine-tenths of the motorists pay no attention to the crossings, never looking in either direction for approaching trains. Most of the accidents are due to exercising poor judgment of distance and speed, thinking that a train could be brought to a stop in as short a space as an automobile.



P. G. Joest

If a law were passed to reverse the responsibilities—making the motorist take his life at his own risk, eliminating whistling at grade crossings, thereby putting the motorist on his own lookout—grade crossing accidents would be eliminated.

Keeps a Sharp Look-Out

Ambrose G. Finn, *Chicago:* In my opinion the great majority of grade-crossing accidents occurs through the carelessness of motorists. If every motorist would stop, look, and listen before crossing a railway track there would not be any such accidents. But the human-being seems to be so constituted that he wants to beat the other fellow to it.

An automobile driver is likely to approach a railway crossing at a high speed and stop within a few feet of the crossing. Often the driver races across just in front of the engine, barely escaping being hit, giving the engineer no opportunity to understand the intention of the motorist.

A. G. Finn

My idea of the way to obviate motor accidents is for the railroad to build viaducts and subways wherever possible at the main arteries of travel; also to eliminate all objects which obstruct the view of the tracks from approaching motorists, such as buildings, shrubbery, high mounds of earth, etc.

My personal attempt to prevent accidents of this kind is to keep a sharp look-out at all such grade crossings, strictly observing all rules as to crossing signals before reaching a crossing, and stop my engine, if possible to do so, to avoid striking an automobile which may have run on the tracks.

Would Have Motorists Watched

George S. Henderson, *Mattoon:* I feel that, if some method was installed by which a man was assigned for the purpose of going about from place to place and prosecuting the violators of the present laws, it would have a salutary effect. While I do not believe this would wholly stop it, it would have its effect, for I have noticed on a busy street corner where a traffic officer is on duty a great number have to be forcibly stopped and reprimanded or fined for violation of the law.

G. S. Henderson

And I wish to say that the practice of some motorists in dashing up to the crossing, attempting to beat the train or in a spirit of fun, is causing something that has not been made note of by the management, for the engineer will naturally apply his emergency brake, hoping to retard the train enough to let the erring one safely across, and in so doing he often very seriously discommodes the passengers in a passenger train and damages equipment and freight in a freight train.

If anyone is a greater sufferer from the grade-crossing peril than the locomotive engineer, I fail to know who it is. The constant nightmare of this thing saps the vitality of our engineers, and prevents them from giving all their time and attention to the economical, efficient operation of our trains.

No Judges of Speed or Distance

J. R. Tusson, *New Orleans:* I have often found automobiles dead on highway crossings and have seen them in time to stop. Motorists change from high to low gear at grade and many times they kill their engines on the crossings. Others try to see how close they can cross ahead of trains at high speed. Motorists should be made to come to a full stop at all grade crossings and know that the way is clear before crossing, as they are no judges of speed or distance.

Carry Out All Safety Rules

Tom L. Connor, *Indianapolis:* In this day of speed and speed kings, it is a matter of much concern to locomotive enginemen and everyone else as to the best mode of procedure to avoid accidents at grade crossings, and, if possible, to eliminate both the accidents and the danger. I have given this matter much thought, as there is seldom a trip made but that some autoist has a close call brought about by his own carelessness and his failure to "Stop, Look, and Listen." I have come to the conclusion that it would be an utter impossibility to reform the entire automobile fraternity, so it is up to all of us, both the management and the employes, to try to bring about as near 100 per cent efficiency as possible in regard to rules and special instructions relating to the safety of the public at large, and to bring before the public the importance of understanding just how dangerous it is to ignore a grade crossing and what results generally accompany the act of ignoring it.

Tom L. Connor

It appears that different localities have different ideas as to how the matter of grade crossings should be treated. At some points on the line automobile drivers race for the crossing, and at other points they treat the train with disdain and seldom condescend to look at it, but drive serenely right in front of it. Sometimes they get over in safety. Of the latter species there is "one born every minute." If it were not for the constant look-out kept by employes they would be leaving this good old world at about the same rate.

The fundamental idea is to carry out the rules to the letter, and, after that is done, and the autoist persists in taking chances of being killed or maimed for life, the engineer should slow the train down and in extreme cases stop before striking him, if possible to do so. A few minutes lost on the schedule of a train mean absolutely nothing in comparison with human lives lost and the damage to property, to say nothing of the wear and tear on the nerves of enginemen.

It is to be hoped that some solution of the grade-crossing problem will be brought about in the near future. In the meantime the management and the employes should unite in their efforts to eliminate the grade-crossing menace.

Careful in Passing Another Train

C. A. Gilmore, *McComb:* Automobile drivers cross railway tracks at high speed, and not one out of a hundred slows down, stops, or looks, and when one does stop he is more than likely to stop in the middle of the track.

Some time ago the driver of an old car stopped in the middle of the track just ahead of my engine, jumped out and ran to a place of safety. Just as soon as I had stopped my engine he jumped into the car and drove off. Since then I encountered a truck which was being driven so fast that

C. A. Gilmore

the driver could not stop it before reaching the crossing. I just beat him to the crossing, but he had the presence of mind to turn the truck and run it alongside the train until it stopped.

There are many who advocate electric crossing bells, but bells, like other machinery, sometimes become inoperative, and then they become man-traps instead of safety appliances.

Under existing laws and rules, I start ringing the bell and sound a long crossing signal the required distance from all crossings, and I repeat it just before I get to the crossing. When I am meeting a train, if the rear end is near or passing over a crossing, I repeat the signal so that the whistle is sounding as I pass the rear end of the train. I also have instructed the fireman to keep a close watch of the rear end of all passing trains. I think this is the most effective accident preventative under existing laws unless the automobile driver is deaf.

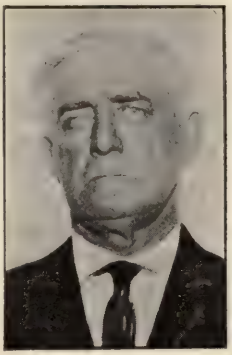
As railroads are operated interstate, there should be a national law providing for a fine for the driver of an automobile or other vehicle who crosses a railway track without stopping and knowing the way is clear. The law also should provide that violators should be liable for any injury or damage resulting from their disregard of the law. Some drivers claim that automobilists should not be compelled to stop at crossings any more than railway trains. Railroads are national industries. There are two road or street crossings to the mile of railway track. Would it be just to require the railroads to stop their trains from one to three times in every mile, when an automobile wouldn't have to stop but once in five to fifty miles? If the railroads did the stopping it would take them a week to do what they now do in a day. It should not be necessary to point out the chaos that would cause.

The public is clamoring for a reduction in railway rates. It ought to demand laws to cut down the great expense of highway crossing accidents; then the railroads would be able to reduce rates.

Must Watch Motor Busses

M. H. Kempton, *Chicago:* Much will yet be said, volumes written, and many yet unborn must die before the grade-crossing problem reaches its final solution.

The files in the office of the claim department will show that warnings were given but to no avail, that bells were rung but they continued on, that gates were used but they were run through, that lights, warning-bells, signs, and safeguards of the most recent and approved pattern installed, and yet, after all this, death and destruction have materially increased. We may conclude, I believe, that further efforts on the part of one party to protect life and property and no effort on the part of the other party is a pathetic failure.



M. H. Kempton

A new element looms on the horizon which for grewsome and ghastly narratives may tend to hasten the day of final solution. I refer to the bus lines that are being certified to by the state commerce commissions. These heavy and massive things, loaded with women and children, guided and handled by the same intelligence that handles the automobile, will do just what the driver of the automobile does, and there remains yet to be written the appalling disasters that we may naturally expect from the present course of events.

Accidents there will always be, but I do feel that those making and having to do with the execution of the laws of the land should exact from vehicle drivers the same degree of care and caution at crossings that they now demand from railroads and traction lines. They should be made to come to a stop at dangerous places and know, rather than hope, the way is clear.

Advocates Teeth in Grade Crossing Laws

Mr. Markham Tells Railway Safety Men That "Stop, Look and Listen" Statutes Should Be Enforced

The following address by President C. H. Markham was delivered before the Safety Section, Operating Division, of the American Railway Association at its meeting at the Congress Hotel in Chicago, May 4.

I ESTEEM it both as an honor and as a privilege to be asked to appear before you on this occasion and to have a small part in your proceedings here today.

No branch of railway organization has been more successful in its work than that branch of which you have the direction—the safety section, operating division, of the American Railway Association. Your organization is entitled to receive the congratulations not only of railway managements, but also of railway employes and the public, for the benefits derived from your most worth-while work extend into all departments of the railroads, into the homes of the employes and to the public in many ways.

When we find men who manifest a deep interest in the conservation of the lives and limbs of their fellowmen, leaders who are devoting their time and thought, or a portion of it, to the welfare of humanity, we find men of initiative and probity—men whose type of leadership has reflected the greatest credit upon railway organization.

The Best Record Since 1889

One of the most helpful things being said about railway management at present is that there were fewer fatalities on the American railroads in 1921 than in any previous year in thirty-two years—or since 1889—notwithstanding that, in the same period, the number of employes increased 136 per cent, passenger traffic increased 223 per cent and freight traffic increased 346 per cent. These figures give some idea of the success of the splendid work in which you are engaged. It is well known that accidents for the most part result from man-failures, rather than from plant-failures. Therefore, the great improvement reflected in the gradually decreasing number of fatalities on the railroads is largely the result of the educational work which your organization has been doing.

A remarkable feature of railway history is this: In spite of the great increase in passenger and freight traffic and the great increase in automobile grade-crossing accidents—the latter having increased in proportion to the increase in the number of motor driven vehicles in use—there has actually been a large decrease in fatalities as a whole on the railroads in the last three years as compared with the number of fatalities on the railroads of twenty years ago. This reflects credit upon railway management all along the line.

The railway business of this country is so large that one cannot make rapid headway if he studies it as a whole. The best way to grasp the railway situation is to study one angle of the business at a time, as, for example, this angle which relates to accidents. If the student finds that the railroads have done well in one particular line, he is justified in assuming that they have done well in other lines. The specialization which has wrought the decrease of personal injury accidents differs but little from the specialization which may be found in all other departments of the railway service.

Campaign Four Months This Year

I understand that your committee on prevention of highway crossing accidents will make a report to you today on the plans for conducting the Careful Crossing Campaign from June 1 to September 30 and that these plans will have your consideration. I am greatly interested in that movement. In attacking the problem of reducing the number of injuries at grade crossings you are attacking railway accident prevention at its weakest spot—and that is as it should be.

Your chairman has handed me some figures showing that in thirty years crossing fatal injuries on the railroads increased 345 per cent. In the same period crossing non-fatal injuries increased 682 per cent, while the population of the United States increased only 68 per cent.

In 1920 (the last year for which we have complete returns) 1,791 persons were killed and 5,077 persons were injured in grade-crossing accidents. As 116 of those reported as injured

died of their injuries, there were really 1,907 persons killed in grade-crossing accidents during the year. Seventy-six per cent of these deaths and injuries resulted from automobile accidents. There were more than 3,000 automobiles struck on crossings. To put it in another way, about eight automobiles were struck and about four persons were killed and about eleven persons injured every day in the year.

The Railroad's Part in the Work

This situation is sufficiently alarming to demand our serious and constant consideration. What are we going to do about it? There can be no disagreement among us that the plain duty of the railroads is to do everything within their power to reduce automobile grade-crossing accidents. It may never be possible to prevent them entirely, but it is possible to reduce them substantially. While it is true that the most frequent cause of automobile accidents is carelessness on the part of drivers, the railroads have not yet gone so far in their safety work that they are able to say they have done all they can do to reduce these accidents.

Several years ago we began keeping our records of automobile crossing accidents on the Illinois Central System with reference to the side of the engine from which an automobile involved in an accident approached the crossing—whether from the engineer's side or from the fireman's side. These records disclosed that more than half of the automobile grade-crossing accidents originated on the fireman's side. This indicated that the fireman was not always on the lookout, ready to ring the bell or to notify the engineer to blow the whistle in an emergency while approaching grade crossings. I suppose that what was true of the Illinois Central System in this respect was also true of other railroads—that more than half of the automobile grade-crossing accidents originated on the fireman's side of the engine.

A fireman who is running over the same territory regularly knows where the street and road crossings are located, and he should always so arrange his work as to be on the lookout at these crossings. Running a locomotive over a street crossing or a road crossing without having somebody on the lookout on both sides of the locomotive cannot be successfully defended as a safe operation, any more than the action of the automobilist who drives his car over a railway crossing without looking in both directions. Here is one of the branches of safety work in which I believe we can make an improvement. I believe we can explain this matter to our locomotive engineers in such a way as to get them interested in seeing that firemen are always on the lookout while approaching crossings. We have been doing this on the Illinois Central System with considerable success.

Another responsibility which devolves upon the railroads is to maintain as clear a view at crossings as is practicable. I realize fully that in many instances the physical conditions make it impracticable for the railroads to clear the view, but it is also true that there are a great many crossings where the view conditions are susceptible of improvement at a comparatively small expense. The plan which we have been following on the Illinois Central System has been to have occasional inspections at crossings made on the ground by a committee composed of division officers and safety men. These committees study the conditions at each crossing carefully and later submit their recommendations with reference to cutting down embankments and removing other obstructions on the waylands. Often their recommendations involve the expenditure of small sums of money to purchase the right to cut trees or remove unimportant structures located just off the waylands.

Cannot Separate Grades at Once

Of course we always have with us the important question of removing all danger at crossings by separating the grades. The difficulty is that there are about 252,000 highway grade crossings in the United States. To separate the grades at all of these crossings would cost approximately $12,600,000,000—which, of course, is prohibitory. Some of our prominent railway critics claim that $12,600,000,000 is more than the total value of the railroads. Of course that is not true, but it is true that the public would not be willing to pay the increase in freight and passenger rates that would justify the expenditure of such a huge sum of money.

I am a firm believer in the elimination of grade crossings, but this improvement will necessarily have to be made gradually. Only 399 crossings were wiped out by grade separation in the United States during 1919. At that rate it would require 631 years to take care of all the crossings. It is clear, therefore, that the comparatively few eliminations of crossings that can be made annually will not greatly alleviate the situation and that, for immediate re-

sults, we must look to other means of reducing crossing accidents.

Crossing Warnings Have a Use

Crossing gates, electric warning bells and crossing flagmen have their places in preventing accidents. They also have their weaknesses. People become educated to rely upon the gateman, and if he errs the danger of accident is considerably increased. Electric warning bells ring so much that automobilists come to disregard them. In addition, there is always the danger that a bell may be out of order just at the moment when it is most needed. Crossing flagmen, like other human beings, cannot always be relied upon. Some of the worst grade-crossing catastrophes have occurred where flagmen were on duty.

Do not let the public have a feeling of security, a feeling of safety, at a grade crossing. Above all things, that is an attitude which should be avoided. The public should be taught that all grade crossings are dangerous and that those provided with crossing gates, electric warning bells and crossing flagmen are perhaps a little safer than others, but still very dangerous.

I do not want to leave you under the impression that I am entirely opposed to the use of crossing gates, electric warning bells or crossing flagmen. In some instances, I believe, they are necessary; in some respects, they do good; in others, as I have shown, they do harm, but there is no alternative at present except to have them at some of the crossings.

The Correct Solution of the Problem

It is the duty of the public to co-operate with the railroads in bringing pressure to bear upon all drivers of motor vehicles to "Stop, Look and Listen" at grade crossings. That, gentlemen, I submit, is the correct solution for this problem. It costs nothing to "Stop, Look and Listen." If practiced faithfully, the custom will give the same results as the expenditure of $12,600,000,000 in the elimination of grade crossings. To enforce this rule is our great opportunity in the prevention of grade-crossing accidents. We must get behind this thing and push it with all the strength we have.

In 1916 we conducted a campaign on the Illinois Central System to arouse the public in regard to the danger at railway grade crossings. As a basis for the campaign, we had division officers carefully check crossings in communities on all parts of the system. This was done to determine the facts in regard to precautions taken for their own safety by those who use grade crossings. It was found from these checks that pedestrians and drivers of horse-drawn vehicles took vastly more precaution at such crossings than the drivers of automobiles. Our division officials were instructed to give the results of their checks of the crossings to the local newspapers in the various communities. In every instance the newspapers used the information prominently in their news columns, and in addition many of them commented upon it in their editorial columns. We also distributed thousands of circulars calling attention to the alarming increase in the number of grade-crossing accidents—principally automobile crossing accidents. The circular closed with these words: "We will be glad to receive and consider suggestions in regard to reducing automobile accidents at grade crossings. This railroad is anxious to do its full part."

How Public Interest Was Aroused

As a result of the checks of crossings, the newspaper publicity, the distribution of the circular and the other preliminary work done by our officials, our entire organization became greatly interested in the campaign, and we succeeded in interesting the public beyond anything we expected. We received many letters containing suggestions. Our correspondents suggested everything imaginable. Some asked that crossings be made so rough that automobile drivers would be compelled to reduce speed before undertaking to pass over them or else be thrown out of their machines. Others wrote that crossings should be maintained in a perfectly smooth condition, so that automobiles could pass over them on high speed without any danger of killing their engines. Some suggested that automobile dealers, when selling new cars, should be required to give instructions about how to approach and pass over railway grade crossings safely. Several said that warning bells should be located 100 or 200 feet away from the track instead of near the track; that automobile drivers should be instructed never to approach a grade crossing with gears in high; that bumpers should be placed on the highway on both sides of grade crossings.

There were many suggestions to the effect that towns and cities should pass ordinances and that states should enact laws requiring all drivers of automobiles to "Stop, Look and Listen" before crossing a railway track at

grade. The newspapers on our lines showed a lively disposition to co-operate with our local officers in agitating this doctrine of "Stop, Look and Listen." They called attention to the fact that an automobile, in proper hands, is an agency of safety at railway grade crossings, because it can be driven up close to the tracks and stopped in perfect safety, while that is not always true of a horse-drawn vehicle. It was argued that the advent of the automobile should have decreased rather than increased the number of grade-crossing accidents. As a result of all this agitation, seventeen towns and cities on the lines of the Illinois Central System passed "Stop, Look and Listen" ordinances, and one state, Tennessee, enacted that doctrine into law. Much favorable publicity attended the passage of the ordinances in the various towns and cities and the passage of the law in Tennessee, and for a while there was a tendency to enforce these regulations; but later, as the agitation on the subject decreased, laxity in the enforcement of the law increased. What is needed now is a constant demand on the part of the public for the passage and enforcement of "Stop, Look and Listen" laws.

Public in Favor of Safety Laws

General Order No. 68, paragraph 16, of the Illinois Commerce Commission, effective July 1, 1921, provides that no public utility shall operate a motor vehicle over and across a railway crossing at grade without first having come to a full stop at a point where the driver thereof shall have a full view of the railway track in either direction for five hundred feet. California, Nevada and Ohio, through their public utility commissions, have recently issued similar orders.

These orders indicate the trend of public thought on this question. Many indications such as these have led me to believe, since the public has been so "fed up" on automobile grade-crossing horrors, that it will now respond quickly and effectively to the great work undertaken by you gentlemen. The demand is for leadership and action. Those things I am confident you gentlemen will supply.

The railroads succeeded in reducing the number of deaths of employes on duty from 4,534 in 1907 to 1,505 in 1921, in spite of having a much larger force of employes and a much larger volume of traffic. That achievement convinces me that the railroads—with your able assistance—will succeed in reducing crossing accidents. It is most gratifying to me to know that your committee on the prevention of grade-crossing accidents will conduct an intensive campaign. This is certainly a work that should commend itself with equal force to the railroads and their employes and to the public. From each it is entitled to receive the fullest co-operation.

To me, the most astonishing feature of this subject is the fact that "Stop, Look and Listen" laws with teeth in them have not before this been passed by all states and all towns and cities. The main thing is to have teeth in such laws and a workable provision for their enforcement. The absence of those features has been the trouble with the "Stop, Look and Listen" laws which have been enacted. Since this crossing problem so frequently presents a matter of life or death, I believe nobody would seriously oppose the enactment of "Stop, Look and Listen" laws. Everybody, on the contrary, would be actively in favor of them, if the matter were properly presented. Now that your organization has undertaken the job of putting the case before the public in the right light, I am confident that we shall get results. When I say that I am 100 per cent with you in this undertaking, I believe that I voice also the sentiment of every other railway executive in the United States.

LOST PACKAGE RECORD

Below is a statement prepared in the office of C. G. Richmond, superintendent of stations and transfers, showing the number of claims paid during April this year and last for lost packages or shipments destined to points on each division:

DIVISION	1922	1921
Indiana	4	21
Wisconsin	5	10
Louisiana	8	43
Mississippi	8	21
Vicksburg	10	33
Tennessee	10	15
Memphis	11	51
Minnesota	12	22
Iowa	13	43
Kentucky	15	23
Illinois	17	22
Springfield	18	37
New Orleans	20	32
St. Louis	24	59
TERMINALS		
Memphis	3	10
Chicago	7	16
New Orleans	7	16
TOTAL	192	474
DECREASE	282 or 59.4 per cent	

How We Save Coal on the Illinois Central

Vice-President L. W. Baldwin, in Address at Convention of Fuel Men, Tells of the Plans We Follow

The following address by Vice-President L. W. Baldwin of the Illinois Central System was delivered at the Auditorium Hotel, Chicago, Monday, May 22, as the opening address of the fourteenth annual meeting of the International Railway Fuel Association.

I COUNT it an honor to have a part in the opening of this convention. As a Chicagoan I welcome you to our city, and as an operating officer of a railroad which spends millions of dollars each year for fuel I assure you of my deep interest in the problems which you are meeting here to discuss. I trust that your convention will be productive of much good, that your interest in the pressing questions with which railway fuel men are faced will be stimulated. Knowing so many of you as I do, I predict that success for your meeting.

We have made great strides in the conservation of fuel, and we can be proud of that. However, the economies yet to be effected are great; perhaps they are greater than those already accomplished. In my opinion, the conservation of fuel rests largely with these two principles:

1. Interesting and educating the men who place fuel on the fires, and
2. Developing and using proper machinery.

My experience has taught me that each of these constitutes a vast field of opportunity in our common effort to conserve fuel.

Careful Use Is Necessary

Coal means more now than it did prior to the war. It costs a great deal of money to produce, transport and otherwise handle it until it reaches the fire-box of the locomotive or stationary engine where it is applied to perform its function. We have all been watching the coal bill—not only the railroads but all classes of industrial plants. The increased cost has made it necessary for us to get our coal burned in such a way as to use a minimum amount and get maximum efficiency.

We ought to exert every energy to burn coal scientifically so as to make each ton produce a maximum result. On the railroad of which I am an officer we maintain an organization to educate our men to burn coal scientifically. This organization has a car fitted up for holding fuel conservation classes and is constantly visiting the terminals, large and small alike. The men doing this educational work are peculiarly fitted for their duties. They have studied fuel production and uses from various angles, and they impart their experiences to the men, display films, make replies to questions and exchange views on all phases of fuel conservation in their meetings.

Of course, it is of primary importance to develop and stimulate the interest of the men burning coal, both directly and indirectly. This can best be accomplished by means devised to educate the men along practical lines. After interest is aroused, the next task is to educate the men thoroughly in practical fuel conservation. This means getting the men to apply common sense practices gained through the information imparted to them by the fuel conservation instructors and through good practices occurring to themselves and their fellow workers as a result of the interest aroused.

Education an Important Factor

The education of the men and the carrying out of good practices cover a wide scope of endeavor on the part of those in charge of and who are to teach fuel conservation. Great care must be taken by managements to insure selection of men for such positions qualified by experience, natural enthusiasts and those in whom all who should be concerned in fuel economy have confidence. They not only explain and demonstrate that it requires air to burn coal, that a clean fire requires less work and is more efficient than a heavy one, that black smoke is a disgraceful waste, etc., but they also must reach such employes as car inspectors, oilers and repairers, for leaky brake pipes and leaky hose burn coal. Machinists are concerned in setting valves properly, making steam and exhaust pipes tight, and making all steam valves and connections—such as blowers, valves, injectors, drain cocks to water glasses and blow off cocks—fit closely. Boiler makers can save coal by applying the front end rigging in such a manner as to draft the engine properly, by having the petticoat pipe in line with the stack, by keeping the ash-pan in good condition and

open so that the necessary amount of air will reach the fire-box unobstructed. Dispatchers and station and yard forces can help in many ways by avoiding delay.

We have distributed a book entitled "Fuel Economy on Locomotives" which deals with the subject at length, but we can't depend entirely on the book to do the work. To get the best results, it is necessary to employ the personal contact method.

How Fuel Committees Work

In addition, we have a general fuel conservation committee, consisting of the general superintendent of transportation, the general superintendent of motive power, the engineer, maintenance of way, the purchasing agent, the auditor of disbursements, and the superintendent of fuel conservation, and fuel committees on each division consisting of division officers, enginemen, trainmen and others. This general fuel conservation committee has to do with purchase, inspection, storage and handling of coal, including all feasible economies that can be effected, it being the duty of each member of the committee to read all literature on the subject and be in close touch with all modern and new ideas, and to promulgate monthly fuel performance statistical data and circulate good suggestions, including those of the division fuel conservation committees. The duty of the division fuel conservation committees is to study in more detail the ideas of the general fuel conservation committee and general officers, circulating results obtained by individuals and methods, as well as instructing as to the best methods to be used. It is essential that the entire work be constructive and carried on intelligently, and that it be kept before the men in such a way so as to keep them interested every day.

It would require some time for me to go into the details of the many ways various classes of employes can conserve fuel, directly and indirectly. But it is most essential to educate, interest and stimulate all of them all the time. When you have interested division superintendents on a railroad to the extent that they will give fuel conservation their personal and constant attention, then only do you obtain the best results.

On the Illinois Central System we conducted a fuel conservation campaign throughout September and October, 1921. Enginemen and trainmen on the same terminals competed with one another, and divisions competed for rank. Daily reports of fuel consumed in freight, passenger and yard service were obtained from all divisions, and reports showing the number of pounds of coal consumed per 1,000 gross ton miles, per 100 passenger car miles and per yard engine mile for all divisions were promulgated daily. The campaign was an interesting and successful one and produced a saving on our lines of 30,000 tons in one month alone. I attribute the success of the campaign to the initial interest taken by enginemen, trainmen and other employes concerned in fuel consumption, and the spirited competition which resulted from posting individual accomplishments. Firemen counted the scoops of coal put in the fire-box between terminals and firemen on switch engines counted the scoops used in an 8-hour shift. This created yardsticks for all men running between these terminals and working on switch engines in terminals. This is illustrative of the interest that can be stimulated in the men. Of course, the local officers must be duly credited for the intensive interest developed in preparing for and during the campaign. An important feature I do not want to overlook telling about is that like interest was manifested by stationary engineers and firemen at power plants, pump and heating stations. They too counted scoops, and it was interesting to note the logical reasons they furnished from day to day for increases and decreases.

What the Management Must Do

I do not want to be quoted as saying that fuel conservation results are entirely in the hands of the men and local officers. There are a great many things for the managements of the railroads and other properties to consider and act upon. We must have fuel inspection at the mines, and, where coal is placed in storage, it must be scientifically handled to insure economical and proper results. Our purchasing departments must surround the purchase of coal with recommendations made by men competent to pass upon the grades and preparation of coal. Power plant and station use of coal on some railroads warrant specialized supervision, with a man in charge who is thoroughly trained in power plant operation.

Distribution of coal needs close supervision. It is sometimes necessary to burn various grades of coal on a railroad. Under such conditions the distribution should be regular, and locomotives should be so draughted as to produce economical and satisfactory results. Proper tonnage rating of locomotives is a factor.

Where engines can be assigned to individual engineers it will go a long way toward conserving fuel because of the personal interest the engineers manifest in the condition of the engines assigned to them. Efficient yard operation and dispatching of engines and trains, as well as not overloading the tenders, are important features. In fact, nearly every phase of operation is directly or indirectly related to fuel consumption, and it is this relation that must be considered to get the desired result.

Our mechanical departments must understand that they are largely responsible for fuel conservation or waste, or at least are to the extent they are permitted to spend money. A locomotive that is a coal waster should not be allowed in the service. Every part of an engine should be inspected and reported frequently enough to know it is in perfect condition from a fuel conservation standpoint, and the handling should be so supervised as to insure that an engine that does not economically burn coal is kept out of the service until conditioned. We have on the market a number of devices and improvements which have been demonstrated as coal savers—superheaters, brick arches, boosters, etc. All may not agree on the merits of these devices, but I think it is well worth every mechanical man's time to watch and study the development and performance of every improvement and device designed to save coal. I have no doubt that some of you may be competent to conceive such devices and perfect them.

Stationary boilers must be kept in good condition and a systematic method of inspection used to insure economical operation, and the results obtained posted to promote interest of the operators.

Roundhouse Equipment Important

Further, roundhouse equipment, such as hot water boiler washing plants, water treating plants, plenty of ash pit room, modern coaling stations, are important. These, of course, are expensive items, but the savings produced as a result of expenditures have demonstrated that it is money well spent.

It would require a long time to cover every phase of fuel conservation, and what I have said to you is only an effort on my part to emphasize the importance of this work. We could almost say that our existence today depends upon coal. Its use is extremely diversified; it moves commerce, it prepares our food, it heats our offices and homes, etc. Just because we see it in large volume in cars, yards, etc., should not detract from its value. Therefore, in my opinion, the education of men and officers, the use of good practices resulting from such education, the progressive use of coal saving equipment, together with the many details too numerous to mention here, should be our plan for attacking fuel waste, and indelibly impressing upon the minds of everyone that fuel conservation is needed and can be accomplished to a large extent, and that the money so saved can be applied to the general good of the properties upon which we and our families are dependent for a livelihood.

The public has the right to demand of us as public servants that we exhaust our best efforts to furnish the most economical transportation service possible. That does not mean that, in order to reduce rates, we should neglect these properties which are placed in our care, but it does mean that we should be constantly on the alert to stop all the leaks and wastes in the business of performing transportation service.

The Necessity for Economy

For some time there has been considerable agitation for reductions in rates. As you well know, it is of the utmost importance that rates not be reduced generally until the spread between operating revenues and operating expenses which was inherited from the war-period and federal control is overcome. We are seeking to do that by the thousands of operating economies with which every one of you are familiar. We must let the public know what we are doing along these lines. If we take the public into our confidence, frankly and fully, we can overcome much of the destructive criticism which finds its expression in harassing legislation and restrictive regulation.

We are passing through a testing period. The future of the railroads for a long time to come will be governed by the developments of the next few months. The spirit of the times demands that we give our best, most conscientious service to our profession.

HEADS ROTARY CLUB

"President John Donovan has started off like the Panama Limited with the Illinois Central's well-known efficiency for delivering promptly," read a recent announcement to the members of the Paducah (Ky.) Rotary Club. The new president of the club is none other than J. T. Donovan, the Illinois Central's popular agent at Paducah.

Fighting Back the Flooded Mississippi

Supervisor Eldridge Distinguishes Himself in Battle With Swollen River—Other High Water Notes

The Thanks of a State

Governor John M. Parker of Louisiana wrote to President C. H. Markham, under date of May 3, as follows:

"I wrote the following letter to Mr. W. T. Eldridge, supervisor of the Yazoo & Mississippi Valley Railroad:

"'I have had occasion recently to notice some of the very excellent work performed in the division under your control, and I write to say that your activity and energy have been very marked and I congratulate the Y. & M. V. in having such an official.'

"While all officials of your company have been more than obliging, the activity and energy of Mr. Eldridge stood out and I felt the tribute was deserved.

"With grateful appreciation to you and the entire force of the Illinois Central and the Yazoo & Mississippi Valley Railroad for their hearty co-operation in the trials we are undergoing, I am very sincerely yours."

Hunter C. Leake of New Orleans, La., president of the Board of Commissioners of the Pontchartrain Levee District and district attorney for the Illinois Central System in Louisiana, reviewed Mr. Eldridge's work as follows:

THE Darrow levee, a short distance above Burnside on the line of the Yazoo & Mississippi Valley Railroad Company, a levee which had recently been enlarged by the United States government, became badly wave-washed about the middle of April on account of the strong south and southwest winds blowing against that levee for a number of days. As a matter of fact, the upper part of almost the entire enlargement dropped into the river, leaving the old original levee, which was barely above the then stage of the river, and the river was rapidly rising.

A conference was hastily summoned to take place on the levee. I was present with Assistant State Engineer Sidney F. Lewis. The mill owners and plantation owners from above and below the levee, as well as those in the immediate vicinity, were present in large numbers. Supervisor Eldridge was present by invitation.

It was decided that the levee should be sacked. It was estimated it would take about 25,000 sacks. The sacks were ordered by telephone and delivered to the levee the following day, and the work was begun early Saturday morning, April 15. By unanimous consent, Supervisor Eldridge was requested to take charge of the work. The job was done in less than ten hours, in a thorough and workmanlike manner, and Mr. Eldridge deserves all the credit we can give him for the efficient manner in which the work was handled.

Thorough Work by Y. & M. V. Men

After the Darrow job was completed, Mr. Eldridge helped us save the situation at Belmont, between Convent and Lutcher, and also at Sarpy, a short distance above the Mexican Petroleum Company's plant at Destrehan. Mr. Eldridge was assisted in the good work by Mr. Reed, foreman of one of your bridge gangs, and I think he is also deserving of praise for the intelligent manner in which he directed his share of the work. In fact, all the employes and labor furnished by the Yazoo & Mississippi Valley Railroad Company were most thorough in the work done by them.

It gives me great pleasure, too, to tell you that Mr. Eldridge received the most complete co-operation from the Godchaux interests, the Mexican Petroleum Company, the Lyons Lumber Company, the Lutcher & Moore Cypress Lumber Company, and all the other large interests in the Pontchartrain Levee District, as well as the fullest co-operation of all the planters, large or small, who would have been affected by a crevasse in our district.

Mr. Eldridge, writing May 12, made his report to Superintendent F. R. Mays of the New Orleans division as follows:

In regard to work on the levee at Darrowville and other points, I wish to advise that on April 13, by request from you, I went to Convent, La., to attend a meeting of the Levee Board. At this meeting, all of the representatives of the large interests and plantations between Burnside and Destrehan attended, in order to discuss the condition of the levee at Darrowville, which was washing down very rapidly.

After the meeting had adjourned, we all went to Darrowville in automobile, and it was

decided that the levee should be sacked. Mr. Leake, president of the levee board, asked me to take charge of the work with about 150 men. I told Mr. Leake that it would be much better, if the levee was to be sacked, for us to get a sufficient force and do the work quickly, so that every one concerned could get the job completed, and it would not inconvenience anyone a great deal.

I at once held a meeting on top of the levee, made arrangements for the labor and trucks to handle them, and decided that we would do the work Saturday, April 15. I ran a work train from Harahan to Burnside and arrived at Burnside at 8 a. m. with a force of 600 men. We had a sufficient number of trucks to transport these men to Darrowville, which is five miles from Burnside, in forty-five minutes.

Did Work in Less Than Eight Hours

I started the work immediately, and, by organizing the men properly, I was able to complete the work at 4 p. m. the same day. We sacked 1 mile 250 feet, four sacks high, and dressed the levee off so as to give it good drainage in case of rainfall.

The men returned to Burnside, and the work train left Burnside with the men at 5 p. m.

On the night of April 20, after retiring about 9:30 p. m., I was called over the telephone by Mr. Woods, superintendent of the Lutcher-Moore Lumber Company, and Mr. Minuete of the Colonial Sugar Company. They advised me that the levee at Belmont was in very bad condition and asked me to go to Belmont as quickly as possible.

As there were no trains running, Trainmaster Redon and I went in his automobile. We left Baton Rouge about 10 p. m. and arrived at Belmont about 12:30 a. m. We looked over the levee at Belmont and decided that the levee should be blanketed. Arrangements were made, and we started this work at daybreak with a force of 350 men and 100 wagons. I worked Friday, Friday night, Saturday and Saturday night. I reached home at 1 p. m., Sunday, retired, and at 8 a. m., Monday morning, April 24, I received a call from Mr. Leake, president

W. T. Eldridge

Working on the levee at New Sarpy

Looking toward the levee at New Sarpy, showing men at work

of the levee board at New Orleans. He said that the levee at Sarpy was in a very bad condition and asked that I go to Sarpy at once.

Another Rush Job on a Levee

I left Baton Rouge at 10 a. m. and reached Sarpy at 3 p. m. Assistant State Engineer Louis met me at Sarpy and gave me a written authority to take full charge of blanketing the levee at that point. It was seeping very badly for a distance of 1,000 feet and was in a dangerous condition. I made arrangements that evening and night and started to work on the morning of the 25th with a full organization of 450 men and mules. I worked practically night and day and completed this work on the evening of the 27th. I also supervised the repairs to several other small bad places between Garyville and Destrehan.

It was felt by a great many that the levee at Sarpy would not hold. A great number of people moved out of their homes, and I gave out a statement to the New Orleans *Item* and the *Times Picayune*, which appeared in the papers on the 26th, advising them that there was no immediate danger at New Sarpy.

Mr. Leake wrote to Superintendent Mays as follows April 19:

I want to thank you for sending Supervisor Eldridge to the meeting of the Pontchartrain

A view of the top of the levee at New Sarpy

Levee Board held at Convent on Thursday last, and through you I want to thank Mr. Eldridge for the most efficient service rendered by him in connection with the work of sacking the levee at Darrow. . . . .

Everyone in that vicinity and all of those interested are very loud in their praise of this work done under the direction of Mr. Eldridge, and I feel that it is proper this acknowledgment be made thereof and that the thanks of the Levee Board and all others interested be extended to Mr. Eldridge. I trust you will convey them to him.

Edward Godchaux of Godchaux Sugars, Inc., Reserve, La., wrote to Superintendent Mays as follows under date of May 2:

We do not want to make ourselves officious, but we want to express our thanks for having been furnished such an able man as your Mr. Eldridge in looking after our levees—not only the New Sarpy, but the Belmont and Darrow levees as well. We feel that it was only through his foresight and executive ability that we were able to have the organization that we had and accomplish the work in such a manner in so short a time.

How Y. & M. V. Saved the Day at Vicksburg

Vicksburg, Miss., is a city well up on the Mississippi River bluffs, but the Y. & M. V. tracks and the station are on the water front. Consequently, the work of fighting the recent high water at Vicksburg fell largely upon the Y. & M. V. The following is from the Vicksburg (Miss.) Herald of April 15:

TAKE off your hat to F. R. Mays, superintendent of the Yazoo & Mississippi Valley Railroad, whose headquarters are in this city, in recognition of the successful performance of the herculean task of clearing Levee Street of the large volume of water that had been playing an engagement for five days and nights in that street. The water has been pumped back into the Yazoo Canal and has mingled with the Mississippi for the trip to the Gulf of Mexico. The street will be open today.

Likewise, take off your hat to Roadmaster Edwin W. Brown and Trainmaster F. H. Anderson, for they performed their part in keeping the train service up to the highest standard, the former raising the outer tracks in front of the depot almost three feet and the middle and east side tracks more than a foot, all in a few days, so that the passenger and freight trains could continue in operation with more than three feet of water on Levee Street, if the water coming through the sewers had filled Levee Street to that depth.

Street Flooded Two Feet Deep

For the last five days, men, women and children from all parts of the city, together with a number of visitors from various parts of the country, have been going down to the passenger depot and Levee Street to see the "flood." They saw the street from the passen-

A flood scene at Vicksburg, on the Yazoo Ship Canal

Street scenes at Vicksburg; Y. & M. V. station in background

ger station down to in front of the W. W. Lassiter Company, at Clay Street, covered to a depth of two feet at the deepest place. In addition to this they saw the entire block on the east side of Levee Street, from China to Clay, flooded with the water over the lower floor in every store and house, some of the stores having more than one foot of water on the floor.

Today, they can go down to Levee Street to see what damage has been done to the wood block pavement, for the water has been pumped out of the street, and a great deal has been drawn from the flooded block so that the only water in the street is in pools, where it has not drained off on account of the holes torn into the street by the wood blocks bulging up and washing away, to be thrown out of the way of trains by the men in the employ of the railroad.

Prospects Seemed Dark

Prospects of flooded conditions, with thirteen pumps and eight siphons working for several weeks, with commercial traffic along the river landing out of the question, did not have any satisfying features for Superintendent Mays and the heads of the several departments.

The situation was not at all to the liking of the city officials, nor to the property owners, even though some of the latter did object to work done by the railroad last Sunday to keep the street open, as was done in 1916, with a gauge of 53.9 feet at this point. The property

owners yesterday agreed to let Superintendent Mays handle the matter. The water was getting pretty high, but the railroad was doing business in the same old way, so far as handling passenger and freight trains on time was concerned, and was standing the expense of having a large force of men working night and day doing extra work raising tracks, clearing the right-of-way of floating wood blocks, and pumping the water back into the canal.

Everybody Was Willing

Superintendent Mays proposed to plug the sewers or manholes again, just as was done last Sunday, so as to keep the water from backing up from the canal, build sandbag levees where needed to keep the water off the street and the Y. & M. V. pumps would put the water back where it belonged.

The property owners agreed. No time was lost in figuring on anything. The railway men promptly plugged the manholes with sandbags. City Commissioner Hossley and his men went to work with a will, doing their part for the city, arranging for the proper care of the sanitary sewers, and at 9 o'clock last night the water was off the street except in the holes left in the wood block pavement. This will be drained off and further inflow from the canal was brought to a full stop.

Sandbags Hold Back Seepage

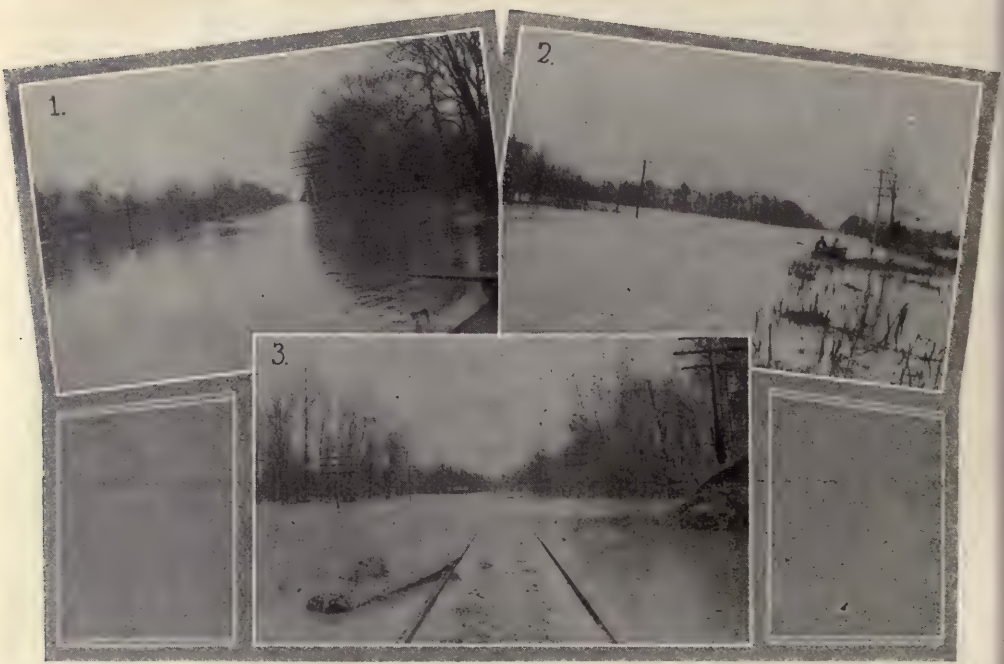
There is some seepage at various places about the brick pavement along the passenger station,

Showing the recession of the waters through pumping

and a heavy seepage just inside the sidewalk in front of the 2-story frame building standing at Mulberry and Grove streets. This seepage is held back by a sandbag levee extending from the sandbag well on the corner, south in Mulberry Street for a distance of 100 feet.

Superintendent Mays said that the co-operation on the part of the city commissioners and everybody was splendid and played its full part in making the work a success. As for the Y. & M. V. men, heads of departments and all employes, he said that no man failed in the full performance of every duty imposed upon him. Every man worked, and every man worked hard. Congratulations were showered on the hard-working superintendent for his great success in handling what appeared to be a hopeless situation.

Flood Scenes on the Memphis Division



Here are some high water photographs taken in April by Road Supervisor J. Crahen of the Memphis division. No. 1 was taken two poles south of the north switch at Ensley, Miss. Both switchstands are on a line, and only one is in evidence. Water was up to the bottom of the green on both stands, standing fifty-one inches over the rail. The view is toward West Junction. Picture No. 2 was taken half-way between Ensley and Mile Post No. 6, looking toward West Junction. Picture No. 3, taken at Mile Post No. 11, Clarksdale district, looking toward Darwin, shows a log across the track on the road crossing at Darwin. Miss Julia Gaven, division correspondent, writing April 14, said: "The southward main track from West Junction to Lake View, a distance of approximately eight miles, has been covered with from three to five feet of water during the past twenty days, and all trains are using the northward main track as single track, which makes this one of the busiest stretches of single track on the system."

A BUSY DAY

May 5 was a record day on the Illinois division. On that day the division moved into Chicago 26 trains, handling 1,385 loads and 135 empties, totaling 1,520 cars. This is the largest movement into Chicago from the Illinois division of which there is record. The previous record day was November 11, 1920, when 1,519 cars were moved. These included 1,454 loads and 65 empties.

Where We Cross the Mississippi by Ferry

One branch of our service that was immune from high water, because it operates on water, was our ferry from the Mississippi side of the Mississippi River to Helena, Ark. The pictures shown herewith of a trip from Jeffries, Miss., to Helena were taken in April by C. R. Calvert, traveling freight and passenger agent.

In this connection, Miss Julia Gaven, division correspondent, wrote on April 14:

"April 5, water at Helena reached a stage of 52.4 feet, which is the highest water we have had since 1916, the water having reached a stage of 53.4 feet in 1916. In 1912 the water went to 54.5 and in 1913 to 55.2, which was the highest water the levee system in that section has ever had to withstand.

"The Y. & M. V. has three inclines or landings on the Mississippi side, one at Trotters Point, one mile from Helena; one at Glendale, one mile and three-quarters from Helena; and the last one at the Mississippi state levee, about three and one-half miles from Helena. We discontinued transfer at the Trotters Point incline at 4 p. m., March 22, at a stage of 44.8; discontinued transfer at Glendale, the second incline, at 2:30 p. m., March 28, at a stage of 50 feet; since that date transfer has been made at the incline at the state levee. The stage of water at Helena the morning of April 14 was 51.4.

"During all this time passenger trains, with very few exceptions, have been on time, and no connections at Lula, Miss., have been missed due to high water on the Helena district. Freight has been handled without any delay. Three and one-half miles have to be made with the boat, where we formerly made about one mile."

Mary—"How would you like to go for your honeymoon in an aeroplane?"

Lena—"Not me. I should hate to miss all the tunnels."—*Yale Record.*

Let's Kill Off Freight Claims at Source

In Preparation for "No Exception" Drive, Mr. Richmond Analyzes Some Causes of Claims

By C. G. RICHMOND,
Superintendent, Stations and Transfers

IN view of the remarkable results obtained from the "No Exception Campaign" in the handling of LCL freight during June, 1921, it is the desire of the management that another system "No Exception Campaign" be conducted during June this year, which will include carload as well as less-than-carload freight.

While the total exceptions received covering irregularities in the handling of LCL freight for 1921 shows a remarkable decrease as compared with 1920, there is still room for a decided improvement in the number of exceptions being issued, particularly bad order and over reports.

An astray or short report does not always result in claims. If the astray shipment is properly marked it can be forwarded to the correct destination, closing the shortage.

The bad order report, however, indicates that the shipment has been damaged, and in the majority of instances this results in claims.

The over exception covering shipments at the correct destination without waybills frequently results in claims on account of improper delivery and failure to close previous shortages with this or connecting lines.

An Annoyance to Consignees

In addition to the claim hazard resulting from improper delivery of over shipments, consignees are greatly inconvenienced and annoyed when such shipments are held for surrender of bill of lading or proof of ownership, which often results in several days' delay in making the delivery. This is an unnecessary annoyance to consignees caused by careless handling of waybills at either the originating or the destination station.

The object of this campaign will be to increase the efficiency in the handling of LCL and carload freight delivered to the Illinois Central System for transportation and to insure its reaching its destination in the identical condition in which it was received, thereby eliminating the necessity of an exception of any character.

This campaign will be conducted in a manner similar to the "No Exception Campaign" of June, 1921.

Superintendents, trainmasters, supervising agents, master mechanics, yardmasters and agents should conduct a personal campaign with all employes under their supervision, holding meetings, soliciting the earnest co-operation of the individual employes in each department to obtain the best possible results in the handling of freight during this month.

Daily Meetings Should Be Held

In addition, agents and platform foremen should hold 10-minute meetings daily with their forces to stimulate an active interest of all platform employes in the correct handling of LCL freight.

In handling to overcome exception reports on carload shipments, the mechanical department, yard organizations, agents and local conductors should be impressed with the importance of providing suitable equipment for the commodity offered to prevent the placing of cars not suitable to protect the contents.

In addition agents should solicit the co-operation of shippers, requesting that they instruct their forces to examine all cars being loaded to ascertain if they are in proper condition for the commodity to be loaded, calling attention to the fact that damage frequently results from minor defects, such as protruding nails, splinters or dirty car floors.

Such defects can be corrected with very little expense to the shippers, and this results in their shipments arriving at the destinations without damage and prevents subsequent freight claims.

The management earnestly solicits the co-operation and interest of every employe in making this campaign a success, and it is hoped the result will compare favorably with the June "No Exception Campaign" of 1921.

In his article beginning on the opposite page, Mr. Richmond tells how the employes of the Illinois Central System can save a million dollars a year. In view of the June campaign, the article is of timeliest interest. —The Editor.

Here's a Way to Save a Million Dollars

Loss and Damage Claims Paid by the Illinois Central System Amounted to $2,449,275 in 1921

By C. G. RICHMOND,

Superintendent, Stations and Transfers

THE freight loss and damage claim payments made by the Illinois Central System have been increasing for the last few years. For 1921 they amounted to $2,449,-275. This is the largest amount paid during any one year in the history of our system.

A wonderful opportunity to save a million dollars in freight claim payments during 1922 is presented to the employes of the Illinois Central System. This saving can be accomplished by correcting the many causes responsible for freight claims.

An analysis of the 1921 freight claim payments shows that a total of $1,710,846, or 69.8 per cent, was chargeable to carload shipments.

A further analysis of the freight claim payments on both carload and LCL shipments shows that five causes were responsible for payments of $1,776,968, or 72.5 per cent of the total, as follows:

Rough handling of cars, $615,442, or 25.13 per cent.

Defective equipment, $333,960, or 13.63 per cent.

Delays, $325,888, or 13.31 per cent.

Loss of entire package, $264,865, or 10.81 per cent.

Unlocated loss other than entire package, $236,813, or 9.67 per cent.

Seven Commodities Troublesome

Seven classes of commodities were responsible for $1,216,990, or 49.7 per cent, of the total freight claim payments during 1921, as follows:

Fresh fruits and vegetables, $470,198, or 19.2 per cent.

All grain, $185,869, or 7.59 per cent.

Sugar, syrup, glucose and molasses, $147,636, or 6.03 per cent.

Fresh meats and packing house products, $145,845, or 5.95 per cent.

All metals and manufactured metal articles, $134,393, or 5.49 per cent.

Coal and coke, $133,049, or 5.43 per cent.

From the amount paid out in freight claims in 1921, largely representing obligations incurred during 1920 and the earlier months of 1921, it is apparent that employes were negligent in many instances. In fact, an analysis of the freight claims received and paid shows that improper handling, negligence and carelessness on the part of operating employes were responsible for the presentation of the majority of these claims.

Shippers Are Responsible, Too

A large number of claims are the result of negligence and carelessness on the part of shippers, due to their failure to mark and prepare shipments properly according to classification requirements. However, as it usually develops that a clear bill of lading has been issued (which is virtually a contract insuring the delivery of the shipment to the consignee in as good condition as when received at point of origin), the proving of the shipper's negligence rests upon the carrier.

Such claims can be prevented if employes see that shippers comply with the rules and regulations as to the marking and packing of shipments as promulgated in the various classifications now consolidated into what is known as the Consolidated Freight Classification No. 2.

Heretofore, claim prevention activities have been largely directed toward correcting irregularities in the handling of LCL freight, resulting in a markedly increased efficiency. Since the analysis of the 1921 claim payments shows that carload shipments were responsible for 69.8 per cent of the payments, the need for devoting special attention to the handling of carload shipments is apparent.

Following is a brief summary of the principal causes responsible for these excessive claim payments and suggestions which will be helpful in saving the desired million dollars.

Rough Handling, $615,442

1. Attention should be given the loading of LCL merchandise cars to insure the proper stowing of freight therein, so as to avoid damage in transit.

2. In the loading of through destination LCL merchandise cars, rough freight should be segregated from light and fragile packages.

3. When the nature of the loading requires it, bulkheads should be used in bracing LCL merchandise cars loaded to through destination or transfer platforms.

4. Cars should be switched at a rate of speed that will not result in damage to their contents.

5. Switchmen should use judgment in kicking cars to avoid the cornering or striking of other cars on leads.

6. Yard enginemen should watch closely for signals and comply promptly. A few additional exhausts of the engine will increase the speed of the cars being kicked and possibly result in damage to the contents by striking other cars.

7. Trainmen and enginemen can prevent rough handling by eliminating rough starting and stopping of trains.

8. Trainmasters, traveling engineers and yardmasters should closely supervise and actively campaign with train, engine and yard service employes with a view toward overcoming the rough handling of cars.

Defective Equipment, $333,960

This class of claims results from loss or damage caused by leaky roofs, floors, sides or doors, protruding nails or bolts, dirty or improperly cleaned cars. These claims can be overcome by:

1. Careful inspection of equipment, before it is placed, to see that it is suitable for the loading intended and that it is properly cleaned and prepared before loading.

2. Maintaining a permanent inspection record showing the condition of cars at the point of loading, with the name of the person making the inspection.

3. Arranging, when carload shipments arrive at their destination with damage to their contents due to defective equipment, for a competent inspector to examine the car carefully and make record of the existing defects, using a special car diagram form and being particular to report if the defects were old and could have been observed by ordinary inspection at the loading point.

Delays, $325,888

Claims charged to this cause result from loss or damage directly or indirectly due to delayed movement or delivery of freight. These claims can be overcome by:

1. Prompt removal of cars from industry, hold and other tracks as ordered.

2. Proper carding of cars.

3. Proper waybilling of freight and careful checking of shipping orders against billing.

4. Prompt and proper transmission of information to yard forces concerning the disposition of carloads.

5. Having station and yard forces see that cars are moved in the order of rotation and importance of lading.

6. Promptly notifying consignee of the arrival of freight.

7. Prompt placing of bad order carloads on repair tracks and removal therefrom after repair.

8. Prompt inspection of bad order cars to determine whether or not they should be run or transferred; and, when transfer is necessary, seeing that it is effected promptly.

9. Daily check of all cars in yards and terminals, special attention being given to cars on hold, transfer, and repair tracks.

10. Moving live stock, manifest and perishable freight on schedule.

11. Having agents and yardmasters see that carload shipments are forwarded promptly in the proper trains and having the chief train dispatcher see that cars set out between terminals are moved promptly.

Loss of Entire Package, $264,865

Claims chargeable to this cause cover the loss of packages which are received at the point of origin and on which delivery to the consignee cannot be established. The causes responsible for these claims can be overcome by observing the following points:

1. Freight checking over or in excess of billing at intermediate transfer points should be promptly forwarded, accompanied by free astray waybill.

2. Freight checking over or in excess at marked destination should have an over tag applied and be segregated from freight received on revenue billing.

3. Freight astray at other than the marked destination should be promptly forwarded, accompanied by astray waybill.

4. Freight unloaded from waycars should be properly checked by agents or station employes at agency stations and by conductors at non-agency stations.

5. Freight delivered to the consignee or his authorized representative should be carefully checked and a receipt taken at the time and place of delivery.

6. Careful checking should be made of freight offered for shipment at originating stations and from connecting lines at junction stations. Freight should be loaded into proper cars; when traveling in waycars, it should be loaded in station order.

7. When the freight is over, in excess or astray at the proper destination, agents should

confer with the consignee and arrange delivery on presentation of bill of lading, invoice or other satisfactory proof of ownership, collecting the charges from the point of origin.

8. The matching of over and short shipments with connecting line agents at common points should be practiced.

Robbery, $125,710

Claims charged to robbery can be reduced by overcoming the contributory causes in the following manner:

1. Unauthorized persons should not be permitted to have access to yards, freight houses, transfer platforms and cars.

2. Shipments packed in insecure packages, not complying with classification requirements, should be refused when offered for shipment.

3. Safety is increased by repairing defective car doors, properly sealing cars and having train, yard and station employes protect freight exposed by open car doors, damaged or defective equipment.

4. Inspect seals on cars delivered and received from connections at the time the cars are placed on interchange tracks, making the proper record when doors are defective, improperly sealed or without seal, especially on merchandise cars.

5. Exercise due diligence to avoid acceptance of forged bills of lading, delivery orders or other misrepresentations.

Poor Refrigeration and Ventilation, $118,252

Claims charged to this cause are the result of improper icing, failure to ice, improper manipulation of vents, overflow from drip pipes or failure to provide heaters in severely cold weather. These causes can be overcome as follows:

1. Furnish precooled or properly prepared cars for loading, maintaining the proper record.

2. Agents at originating points should obtain proper refrigeration, ventilation or heating instructions from shippers.

3. During the winter months, heaters should be installed in cars containing freight liable to damage from freezing, in accordance with the perishable freight service instructions.

4. Yardmasters and agents at intermediate points and at destinations should see that proper records are maintained covering cars moving under refrigeration, ventilation or heater service and that billing instructions are fully complied with.

Employes Must Study Situation

An analysis of freight claims indicates that at least 90 per cent are chargeable to carelessness, negligence, inexperience and lack of training on the part of the individual employe. It is therefore apparent that the solution of the freight claim evil is supervision, education and the interesting of the individual employe in the correct performance of his duties.

A great deal of benefit can be derived from frequent meetings with employes to acquaint them with the causes for freight claims, formulating plans to prevent recurrence.

Superintendents should hold meetings with division staffs; trainmasters, with train and yard forces; supervising agents, with agents; at regular intervals, to discuss freight claims and the causes therefor and to apply corrective measures.

A Good Prospect This Year

We are now in an era of more nearly stable conditions. The efficiency in all departments during the past year has shown a remarkable improvement in the handling of both carload and LCL shipments. This change in conditions will tend greatly to minimize freight claim payments during 1922.

The remarkable decrease in exception reports as a result of the united efforts of employes during the "No Exception" months—April, May and June, 1921—proved conclusively the accomplishment that can be attained by the co-operation of all employes.

The management feels assured that, by calling attention to the enormous freight claim payments during 1921, the same spirit of co-operation in overcoming causes for freight claims will be obtained as was manifested by all forces during the "No Exception" campaigns referred to—co-operation which will make possible the desired reduction of $1,000,000 in freight claim payments during 1922.

SOME SPECIAL SERVICE

"J. W. Carroll, a passenger on No. 10, April 21, notified Conductor J. A. Cunningham that he had left his pocketbook and money under the pillow in the Empire Hotel at Birmingham," writes Superintendent C. R. Young of the Tennessee division. "Conductor Cunningham notified Conductor R. B. Kennedy, who was on train No. 9, the same date. On the arrival of No. 9 at Birmingham, Mr. Kennedy went to the Empire Hotel and obtained the $120, which was found under the pillow. Mr. Kennedy sent Mr. Carroll his personal check for this amount and has received acknowledgement of the check."

Big Meeting of Fuel Savers at Waterloo

More Than a Hundred Men Representing the Western Lines Generate Enthusiasm for Coal Conservation

THE Illinois Central System holds a leading position among American railroads in the conservation of fuel. There are a number of factors which enter into our success in fuel economy—the fact that our motive power is ample and well maintained, the close supervision and inspection with which the purchasing of coal is surrounded, the use of machinery and devices for getting more heat units from coal consumed, the educational plan of having instructors hold classes among the men who place coal on the fire and of having general and divisional fuel conservation committees which are constantly studying the problem and circulating information and data. But the most important factor has been the interest which individual officers and employes have taken in the conservation movement.

Further evidence of the spirit which moves among the men who are engaged in turning the raw fuel into productive energy was brought out at the meeting held at Waterloo, Iowa, Tuesday, May 9, under the direction of the General Fuel Conservation Committee. More than 100 men representing virtually every branch of the operating department and every section of the Western Lines took part in the meeting. After Chairman J. F. Porterfield had opened the meeting and General Superintendent W. S. Williams had made an introductory talk, the meeting was turned over to the men. Superintendents, trainmasters, yardmasters, engineers, firemen, conductors, brakemen, traveling engineers, supervising agents, agents, operators, switchmen, foremen, roadmasters, supervisors, section foremen, master mechanics, roundhouse foremen, storekeepers, claim agents, stationary engineers, machinists, signalmen, clerks and others took part. Even two pensioned engineers dropped into the meeting and gave the others the benefit of their experiences.

Everybody Had Chance to Talk

It was largely an "experience meeting." Traveling Engineer S. B. Chapman of Fort Dodge started it by telling what is being done by the enginemen of the Iowa division. Some of the points he raised led to questioning, and within a few minutes everyone in the room was interested. As the meeting progressed, every person present was afforded an opportunity to tell his experiences and make suggestions.

Notes were made by the chairman of conditions which the men reported as hindering their work of making a minimum amount of coal perform a maximum service. Some of the numerous suggestions included the rearrangement of storage facilities, changes in the method of accounting for coal placed on the locomotive tenders, the distribution of coal so that 6-inch mine run coal will be made available for the 2,900-class engines, which are stoker fired, and lump coal furnished the locomotives fired by hand, ways of reducing terminal delays and delays to trains on the line, the method of firing up locomotives at the roundhouses before they are turned over to the enginemen, etc.

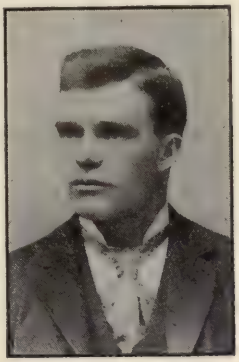
Three of the "star witnesses" who turned up at the meeting were Supervising Agent B. L. Bowden of Dubuque, Engineer Harry J. Reynolds of Waterloo and Fireman Thomas Joyce of Freeport.

Will Investigate Stoves

Supervising Agent Bowden gave a report on a study which he had been making of the performance of stoves in the stations of the Minnesota division, which showed that the stoves commonly used are not more than 12 to 15 per cent efficient in turning coal into heat units. He recommended that the use of a more efficient stove be considered, and A. F. Blaess, engineer, maintenance of way, announced that an investigation will be made of the subject at once. Mr. Bowden also recommended the use of nut coal at the stations, which is in line with a recommendation already being handled by the general committee.

B. L. Bowden

Engineer Reynolds took a leading part in the discussion of locomotive firing and the direction of transportation movement in such a way as to economize on fuel. As every train delay means a waste of fuel, he emphasized the importance of avoiding delays and told how he tries to eliminate them by planning his work. At another point in the discussion he raised a question as to whether a locomotive should be brought out of the roundhouse under low water and steam, or with a half gauge of water and about 120 pounds of steam. He gave it as his opinion that the latter plan is better.



H. J. Reynolds

Fireman Thomas Joyce made what was perhaps the most interesting talk at the meeting. There had been considerable discussion of the method of accounting for coal taken on the tenders, and some had complained that inaccuracies in accounting practices destroy the confidence of the men in the individual performance reports made.

Thomas Joyce

Saves His Back

"I don't worry about whether I am charged with more coal than I burn," was Fireman Joyce's comment on this discussion. "I save coal not for the credit of it, but because in saving coal I am saving my own back."

The two veterans of fuel conservation on the Illinois Central System were present and took part in the meeting. Transportation Inspector O. L. Lindrew gave some of his experiences and took an active part in the questioning which followed the remarks of each speaker. Superintendent of Fuel Conservation J. W. Dodge made an inspirational talk urging everyone concerned in the handling of fuel to watch his opportunities to make savings.

The members of the General Fuel Conservation Committee who were present are: J. F. Porterfield, chairman; J. J. Bennett, purchasing agent; R. W. Bell, general superintendent of motive power; A. F. Blaess, engineer, maintenance of way; J. W. Dodge, superintendent of fuel conservation, and J. L. Marley, secretary. Others from Chicago in attendance were J. F. Raps, general boiler inspector; L. J. Joffray, general fuel inspector; O. L. Lindrew, transportation inspector, and George M. Crowson, editor, *Illinois Central Magazine*.

Among Those Present

Among those representing the Western Lines who attended and took part in the meeting were the following named:

General Superintendent W. S. Williams; H.

Thrift

Thrift is the foundation upon which the structure of success is built.

Without the thrift habit, the wage earner cannot hope to attain a greater degree of independence than that which he already enjoys. And, regardless of what his income may be, unless he sets aside a fixed amount of his earnings each month he is making no progress.

Workers, individually or collectively, desiring to improve their standard of living can employ no better medium than the systematic practice of economy. Back in the industrial world they have been frequently told of the necessity for economy, and they should realize that the need is equally as important in the management of a home. The knowledge that your income is steadily increasing will generate enthusiasm in your work and stimulate an interest in your home.

It may seem impossible, with the exorbitant prices that we now have to meet, to save a dollar; but, before you buy, demand that the price be right and eliminate non-essentials until such time as the retail prices are in line with the prices paid for raw materials. Pass by the merchant who offers freight rates and similar excuses as being responsible for unreasonable prices, and encourage the merchant who is fair by giving him your business.

The man who can save a portion of his salary is the man who is most valuable to his company, and he is usually the one who is offered more responsible work at a larger salary.

The reward for thrift is a comfortable home, a better job, education for your children and the ultimate fulfillment of every man's desire—a greater degree of independence.—H. O. VOEGELI, *Chief Shop Accountant, Jackson, Tenn.*

S. Taylor, chief clerk to the general superintendent; E. J. Riley, secretary to the general superintendent; District Engineer M. M. Backus; H. G. Bridenbaugh, chairman of the Western Lines traveling engineers committee, all of Waterloo.

Superintendent J. F. Dignan, Freeport.

Trainmasters—L. E. Strouse, Dubuque, Harry G. Brown, Waterloo; G. S. Rought, Freeport; M. G. Flanagan, Freeport; N. P. Mills, Fort Dodge; W. E. Ausman, Cherokee.

Master mechanics—N. Bell, Waterloo; W. J. Ormsby, Freeport.

Traveling engineers—W. L. Ickes, Dubuque; S. B. Chapman, Fort Dodge; W. T. Getty, Freeport.

Yardmasters—Phil H. Waldorf, Council Bluffs; H. A. Clancy, Dubuque; H. O. Dahl, Waterloo; L. L. Earnest, Freeport; C. C. Garlick, Fort Dodge.

Supervising agents—B. L. Bowden, Dubuque; J. A. Hurley, Fort Dodge.

Agents—Sanford Kerr, Cedar Rapids; F. Higgins, Waterloo; S. V. Braden, Independence; O. W. Reid, Osage; H. L. Day, Galena; T. A. Gilbert, Iowa Falls.

Roadmasters—H. R. Rhodes, Dubuque; E. J. Boland, Freeport; J. E. Fanning, Fort Dodge.

Storekeeper—E. Shapland, Waterloo.

Claim agent—H. D. Smith, Waterloo.

Supervisor, bridges and buildings—H. Callahan, Dubuque.

Supervisors—J. W. Sims, Dubuque; James Cary, Manchester; G. W. Parker, Waterloo; H. Huffstetter, Iowa Falls.

Signal supervisors—F. J. Ryan, Freeport; H. E. Bishop, Dubuque.

Operators—F. Belscamper, Waterloo; H. J. Baker, Waterloo.

Pensioned engineers—D. R. Evald, Waterloo; B. F. Fox, Pasadena, Cal.

Engineers—J. Horsley, F. B. Morris, F. F. Burgess, H. C. Boehmler, J. F. Mulkern, T. L. Tollefson, M. F. Whitney, R. Robbins, H. P. Hansen, E. E. White, H. J. Reynolds, John Reilly, H. A. Smith, all of Waterloo; Ralph Winterland, Freeport;

Engine foremen—A. J. Shadle, Waterloo; W. P. Carver, Waterloo.

Firemen—E. Nelson, A. M. Enfield, J. P. Sexton and A. Nelson, all of Waterloo; Thomas Joyce and Thomas E. Kessel, both of Freeport.

Conductors—Fred Chevalier, R. C. Walker and J. H. Good, all of Waterloo.

Brakemen—C. J. Poyner, C. C. O'Kane, W. J. Briggs and W. G. Butters, all of Waterloo.

Section foremen—George Larson, Osage; D. M. Reilly, Amboy.

Switchmen—J. Malone, J. L. Condon, J. J. Leser, J. J. Ackerman, all of Waterloo.

General Foreman—W. C. Dick, Freeport.

Roundhouse foreman—J. F. O'Connor, Freeport.

Assistant roundhouse foreman—C. E. Horsley, Waterloo.

Division electrical foreman—F. A. Kressley, Waterloo.

Stationary engineers—Alfred Ackerman, Waterloo; William Casey, Cedar Falls.

Boiler foreman—Adolph Feisner, Waterloo.

Chief engineer, shops—W. J. Mulvaney, Waterloo.

Machinist—J. W. Martin, Waterloo.

Air foreman—H. C. Steinmayer, Waterloo.

Bill clerk—A. B. Magnussen, Waterloo.

QUEEN OF CARNIVAL

Miss Verenus Dye, 17-year-old daughter of Putnam Dye, general chairman of the B. of R. T. for the Yazoo & Mississippi Valley Railroad since 1905, was the successful contestant in the race for queen of the celebration June 5 to 10 which is to open the new McLemore Avenue viaduct at Memphis, Tenn. An account of the plans for this celebration was given in the May issue of the *Illinois Central Magazine*. Miss Dye, with a vote of 2,632,050, was winner by 352,330 votes over Miss Mary McHugh, who placed second. There were seventeen contestants. Miss Dye was born and reared in Memphis and is now a sophomore in Central High School. Her victory brings her, besides the honor of being queen, a piece of jewelry toward which the Memphis *News Scimitar*, which conducted the contest, contributed $250. The newspaper awarded Miss McHugh $100 for jewelry.

A TEMPORARY APPOINTMENT

Effective April 15 Walter Wicker was appointed acting trainmaster, Mounds-Cairo terminals, with headquarters at Mounds, Ill., vice W. R. Givens, who was granted a leave of absence on account of sickness.

Killing the Weak Lets the Strong Live

Mr. Lee Points Out How Oppressive Laws Often Work to the Advantage of Their Intended Victims

By BLEWETT LEE,
New York Counsel

THAT oppressive laws are of any possible advantage to their victims is perhaps a little startling. That there are laws which weigh heavily on unpopular classes of corporations is a matter of ordinary business observation. There is a class of the heavy-laden. Some kinds of corporations, such as insurance, railway, express, telegraph and sleeping car companies, meat packers, various so-called industrials and the like, fairly groan under the weight of adverse laws, licensing, taxing, supervising and regulating them. Penalties lurk for them everywhere. A vast system of administrative law has been created especially for them, giving rise to many more or less honorable and lucrative offices, and creating an artificial world of examinations, reports and accounts, in which it costs such corporations enormously to live. They are exceptionally burdened with taxation and accounting, and all manner of supervision. The verdicts in the courts against them reach the high water mark.

Blewett Lee

To find consolation in this situation from any corporate point of view is perhaps unexpected, yet there is a very powerful factor which results therefrom in favor of the great companies—the state is cutting down their competitors and making it impossible for new enterprises to enter the field against them. The few powerful insurance companies are protected against having to share their preeminence with newcomers. The strong railway systems are made secure against rivalry and are practically left in possession of the field. If any considerable new railway lines are to be built, the old companies have to build them, for no new enterprise would be able to bear the crushing burdens which the state lays upon all companies alike. So the tough old corporation, which has weathered many a storm, beholds with a certain grim confidence the weaker companies go to the wall, the wreck of new enterprises, the discouragement of possible competition, the harvest left only to the strong. To the Legislature, or to the Congress, it may be said:

> Thou hast put down the lowly from their seat
> And hast exalted them of high degree.

The economic protection which the great company enjoys is that it will be the last to survive and that, before the Destroying Angel shall wade through sufficient slaughter to reach that survivor, of necessity he will have to stay his hand. The state is all the time pruning off the little rosebuds and letting whatever strength there is left go into a few great blossoms.

One effect of the drastic early statutes of the states on the subject of trusts was to make combination closer and more intimate than ever—to substitute corporations where there had been previously only trustees or agreements. Capital was fairly driven to combine in forms more concentrated and powerful than were previously necessary or had been intended. These fierce laws created the very condition they were intended to prevent.

The operation of oppressive laws against unpopular corporate enterprises is upon similar lines. A few corporations are made stronger and more important than ever, while the lesser multitudes are overwhelmed, fairly drowned, by legislative enterprise. The rules are made so hard for the strong that, when applied to the weak, the latter simply succumb and leave everything to the strong. The process of elimination is now active in the railway world.

This is, of course, not a very happy result, for it is easy to see that laws which treated corporations of the unpopular classes named as fairly and justly as, let us say, farmers are treated would on the whole be much more to the public interest, would increase competition and reduce the cost of living. But, as things now are, the managers of the great corporations, so indispensable to modern business, are permitted to draw what consolation they can from a hard situation by observing that the state is all the time putting their weaker competitors to the sword.

Our "City on Wheels" Was Great Success

Housing Facilities Provided by Illinois Central System Big Feature of Conclave at New Orleans

SIR KNIGHTS AND LADIES: We are pleased to have had you as our guests en route to New Orleans. We trust the facilities provided have pleased you, and that our service was not lacking in any of the things that tend to make traveling a pleasure. We indulge the hope that you may be our guests again, and wish you a pleasant trip home. ILLINOIS CENTRAL SYSTEM.—*From card distributed at New Orleans.*

ONE of the features of the conclave of the Knights Templar at New Orleans, April 24 to 27—as was expected—was the Pullman city maintained by the Illinois Central System to house its guests. An account of the preparations for this hotel on wheels was carried in the April issue of this magazine. That it fulfilled its mission is to be understood from the statistics on the service given and from the pleased comments of those who made their headquarters in our parking yard.

A member of one of the commanderies declared that he had been attending these conventions for the last twenty-five years, that good parking facilities had always been promised before, but that never before had he found the comfort he experienced on his New Orleans trip. The visitors agreed, among other things, that the shower bath arrangement was the finest thing ever provided at parking locations at their conventions. As a matter of fact, Illinois Central representatives at New Orleans received a succession of compliments from practically all who had occasion to use our facilities.

Accommodated 2,500 Guests

According to the report of W. H. Brill, general passenger agent at New Orleans, the following are the statistics of the service in our parking yard for the week of the conclave:

Number of cars handled	124
Number of persons housed	2,500
Number of meals served	3,211
Number of shower baths taken	1,185

We provided twenty-four shower baths and a locker room with seventy-two steel lockers. The whole arrangement had a country club appearance. The barber shop provided four barbers, two manicurists and one hair dresser. At a stand, cigars, soft drinks, newspapers, candy, etc., were sold. A park was also provided for private automobiles.

The laundry company handled approximately

A view of the "city on wheels," with Woodlawn Commandery Knights in foreground

Barber Shop

Shower Baths

Laundry Service

Information

five hundred bundles of laundry. Dry cleaning, shoe shining and pressing establishments were well patronized.

The information booth was handled by the following passenger representatives: Traveling Passenger Agent S. W. Adams, District Passenger Agents F. L. Jones and W. Byrns, Traveling Passenger Agent A. A. Williams.

Service was maintained both day and night, and a Knight Templar had but to express a wish to have it granted.

Dining Service Kept Busy

That the dining service department did its part nobly during the week is proved by the following report from C. B. Dugan, superintendent, covering the Knight Templar service on line and at the parking yard in New Orleans:

Number of cars used in extra service	16
Number of passengers fed	7,788
Extra employes used	121
Number of pieces of linen used	30,000

While the dining cars were at New Orleans, there were 11 stewards and 110 cooks and waiters in service. Not a reprimand was given; not a man was dismissed; every man who went down came back in line.

The Pullman Company, in serving the Knights Templar at New Orleans, used on all the railroads entering the city 175 cars on the per diem basis and 109 on the berth rate basis, a total of 284. During five days of the conclave the Pullman Company had to have washed 175,000 pieces of linen.

Sixteen special trains were scheduled into New Orleans by the Illinois Central System to handle the convention crowds. All of the railroads operated a total of thirty-eight special trains to the conclave.

How's this for Service?

Woodlawn Commandery of Chicago, which includes many Illinois Central employes, boasted at the conclave of being the only body in attendance to travel on a special train of which all on the crew were members of the order. The enginemen and trainmen on the special train of fourteen cars used by Woodlawn Com-

We served 3,211 meals to visiting Knights and Ladies during the Conclave

Oh, Boy!

mandery were Templars, members of the commandery using the train.

All the Comforts of Home

Under the heading, "Every Convenience, From Meals to Manicure, Greets K. T. in 'Sleeper City,'" the New Orleans *Item* of April 25 carried the following story:

"All the comforts of home.

"A hard thing to live up to at a convention that brings 30,000 extra visitors into the city, but 'Pullman City,' established by the Illinois Central in the Poydras Street yards, is making the phrase a fact.

"Monday special train after special train pulled into 'Pullman City.' Each glided into its appointed place without the slightest hitch or confusion and came to a stop. 'Here we are,' cried the Sir Knights. 'Now show us the town, and tell me, for the love of Mike where I can get a bath?'

"'Just right over here, capt'n,' said a singing Pullman porter. 'Right over there. Bath, hot or cold, shave, shoe shine, laundry, manicure yuh finger nails, press yuh trousers or get a fresh curl in yuh ostrich plume. Hit's all there, boss.'

"And 'all there' it surely is. The Pullman authorities, when the conclave hosts were planning their pilgrimage to the Crescent City for the thirty-fifth triennial knew that it would be up to them to provide a 'city on wheels' for the visiting Sir Knights as the hotels and private homes positively could not take care of the great increase to the normal population for the four or five days the Knights would be in New Orleans.

Solve "Conveniences" Problem

"A 'city on wheels' was easy, just provide enough tracks and an engine to shunt the cars on them, and there you were. Yeah, but what about water, light, sewerage and baths, for the Sir Knights, be it known far and wide, are not 'Saturday nighters.'

"'Leave that to us,' said the Illinois Central officials, 'we got a leedle idea buzzing 'round our heads. Leave us think—leave us think.'

"The result of the think is now an actual city, with all the comforts of home right on the spot. Pullman specials from every part of the country tapped by the Illinois Central, Southern Pacific and the Rock Island have pulled into the 'Pullman City,' and here the visiting Sir Knights, their wives and daughters, will live while the greatest Templar conclave in history is being held with all the pomp and ceremony dear to the sturdy Knight's heart.

"Imagine if you can eleven long tracks completely covered with steel and Pullmans. If you cannot imagine the sight, take a few minutes c[illegible] and visit the new city that has sprung up ike magic in the very heart of New

Illinois Central and Pullman Knights Templar who took the special train of the Woodlawn Commandery from Chicago to New Orleans. They are all members of the Woodlawn Commandery. Left to right, upper row: Walter Kloster, Pullman conductor; D. S. Paige, Pullman conductor; C. E. McMillan, baggageman. Left to right, lower row: D. E. Eakins, flagman; L. N. Turpin, conductor; Benjamin Erwin, fireman; L. C. Thornton, engineer.

Orleans. See for yourself the hundreds of cars, the diners, and best of all, the big warehouse that has been converted for the nonce into a big clubroom.

"Here are the barbers, the same talkative kind you are used to, ready to run the keen-edged steel over your jowls; here are the regulation, pretty, vivacious manicure girls, who will trim your nails and make them glow like the first rosy gleam of morning; here are the shower baths—hot or cold, take your choice. Here, too, are the steam pressing machines, ready to put a razor-like edge to your trousers, or take the wrinkles out of your long-tailed full-dress coat. Here is a laundry ready to take your linen one minute and return it the next; anyway, it seems that quick. Smokes, soft drinks, etc., and so forth are also here.

"Dixie Line Service"

"The impresario de bath is Max N. Kohler of the Dixie laundry, who is giving personal attention to the concession.

" 'We are prepared to do everything for the inhabitants of the Pullman City,' said Mr. Kohler. 'Nothing is too good for the Knights and we want them all to "hang their clothes

Ladies of Woodlawn Commandery

on the Dixie line." There are two hours each day set aside for the visiting ladies—from 2 to 4 p. m.'

"The dining service of the 'city on wheels' is being handled by the dining car service of the various lines. The Illinois Central is serving an a la carte breakfast, a lunch for $1.25 and a dinner for $1.50. 'This includes our very best service,' said H. E. Holt, assistant to the superintendent of the Illinois Central din-

A view of the parade on Canal Street

At the "City on Wheels"

Watching the Parade

ing car service. 'We have brought eleven of our very best men to New Orleans and our best chefs and waiters. If there is a restaurant in New Orleans that can best us at the eating game we want to be shown.'

"The corps of men in charge of this most important phase of life in the 'Pullman City' —that of feeding the inner man—are: G. W. Harrison, F. M. Daniels, Sam Fink, W. E. Linden, L. B. Frame, B. K. Simmons, I. Greenburg, F. T. Richards, John Simpson, J. T. Carey and Charles Trczuayly.

Food Is of Best

"The meals served in the dining cars are not only for the visiting Sir Knights but a general invitation is given to the public to eat a meal in a diner for the same price.

"The diners carry special pasteurized milk for any one of the babies that may be attending the conclave with daddy, bottled waters are on tap, and all the delicacies of the season are served. Each car consumes from 1,200 to 1,400 pounds of ice to keep things cool.

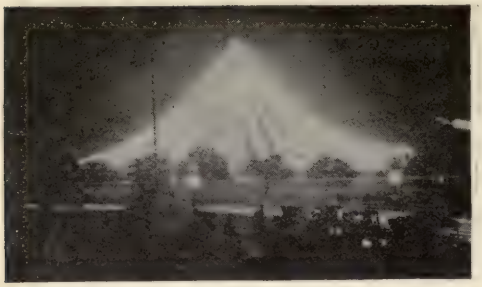
"In the club rooms, where the shower baths are located, hot water is on tap all the time.

The Arch on Canal Street

It comes from one of the big Illinois Central locomotives parked near the warehouse, and the water is kept at all times boiling hot.

" 'Gimme the cold water, boy,' said one of

Here is the original Pullman porters' quartet on the Illinois Central System, organized in connection with the Pullman Company's plan of musical education, singing as the special train of the Woodlawn Commandery, Knights Templar, pulled out of Chicago for the recent conclave at New Orleans.



Lee Circle at Night

A Transforming Unit

the heavyweights from California. 'Turn it on full force and let me get some of this desert dust off. Say, I call this treatin' us like home folks.'"

City Decorated for Conclave

New Orleans welcomed the knights by decorating profusely. Canal Street, the principal thoroughfare of the city, was conspicuous with a great arch spanning sixty-six feet of its neutral ground between Carondelet and Baronne streets. Atop the arch was a statue of a mounted knight in armor, built of papier mache. The week's program included banquets, receptions, parades, boat rides, fireworks and exhibition drills. Four of the five drill prizes were won by Chicago commanderies.

A final celebration was held at the trains at the time of departure. When the trains pulled out, buglers stood on observation platforms and, as the trains cleared the city, blew taps. In many instances, the return trips were made the occasion for sight-seeing. Some of the Chicago trains returned by way of Florida and Alabama, while many of the eastern commanderies took the middle western trail home.

ILLINOIS CENTRAL BIBLE CLASS AT CANTON

Illinois Central Y. M. C. A. Bible Class at Canton, Miss. Back row, standing, left to right: A. G. Cauthen, engineer; F. T. Baily, lumberman; A. P. Sims, section foreman; R. S. Robb, general yardmaster's clerk; B. Dubession, saw filer; W. D. Crawford bookkeeper; C. M. King, Van Noy manager; A. Spocic, lumberman; E. R. Allen, bookkeeper; W. M. Law, planter; I. N. Brown, lumberman; C. D. Billings, engineer. Front row, sitting, left to right: F. C. Gardner, flagman; R. C. Randel, bookkeeper; D. G. McLaurin, general secretary, Y. M. C. A.; A. W. Handy, hotel clerk; J. H. Stewart, conductor; S. B. Hayman, record clerk; A. C. Alsworth, cashier, freight office; John Price, conductor; W. M. Henry, section foreman.

How an Engineer Looks Upon Fuel Saving

Charles J. Barnett Addresses Fourteenth Annual Meeting of International Railway Fuel Association

Below is a paper read by Charles J. Barnett of Memphis, Tenn., Illinois Central locomotive engineer, before the fourteenth annual meeting of the International Railway Fuel Association at the Auditorium Hotel, Chicago, the afternoon of May 23. Mr. Barnett was the second Illinois Central representative on the program, the first being Vice-President L. W. Baldwin, who delivered the opening address the morning of May 22. Mr. Barnett's subject was "Fuel Conservation From the Standpoint of the Locomotive Engineer." Other angles of the same subject were presented by a division superintendent, S. U. Hooper of the Baltimore & Ohio, and by a representative of the department operating coaling stations, W. S. Burnett, division engineer, maintenance of way, of the Big Four.

IN being asked to prepare a paper for this association, I feel that you have conferred an honor upon me and the railroad I represent. I am going to give you what I consider some of the essentials necessary for fuel conservation that I have gained from thirty years' experience on a locomotive.

Where there are many factors involved in fuel waste, I will not attempt to cover the loss between the mine and the engine tender or the condition of the locomotive; these are conditions that cannot be controlled by the engineer; but I will confine my remarks to the time after the engineer takes charge of the locomotive. The greatest asset an engineer has is to be known as a dependable man. A dependable engineer is always loyal, and loyalty is an obligation we all owe to the company that furnishes us employment. To prosper we must put our heart and mind in our work.

Co-operation Is Vitally Necessary

As locomotive engineers, we are guided by rules and instructions, backed by experience, to govern our work, and unless we comply with them we are not going to get the co-operation of our fellow employes, which is vitally necessary for good service.

Fuel waste on a locomotive by engine crews may be caused by lack of knowledge, neglect, or indifference, and it is necessary to find by education, experience and observation how best to operate the locomotive to conserve fuel, and after this information is obtained constant attention is required.

In the past, locomotive engineers and firemen have been looked upon more or less as the employes who wasted the fuel. No doubt this impression was formed because the locomotive consumed the largest percentage of the fuel purchased by the railroad, and this was being used by the engineer and fireman, but the educational program of the railroads has gone farther than the engineer and fireman and has included all departments in fuel conservation.

The fuel, supplies and other materials may not be just what is wanted, but every engineer should endeavor to get the most from what he already has. A skilled engineer will get the full use from them. Suggestions for betterment should be made to the proper authorities.

Learn Causes of Fuel Waste

Running a locomotive is an exacting task, and any instructions given on the line of road on the deck of the locomotive must necessarily be brief. Where any irregularity occurs on the line of road, it must not be overlooked, but a careful explanation should be made after trip is completed to prevent a similar occurrence.

When an unusual amount of coal or water is used on a trip, a careful study should be made to determine the cause of this excessive consumption. Where conditions on the line of road are a factor in increasing fuel consumption on the locomotive, the attention of the trainmaster or traveling engineer (road foreman of engines) should be called to them.

Every trip made should be equal to or better than any previous one. Then we will have a fuel test every trip, and the engineman will have a comparison to guide him to improvement.

An engineer taking an observation of the fuel furnished his locomotive cannot tell whether it contains large quantities of heat units or not. The burning of the fuel in the locomotive fire-box is the only test an engineer has; there-

fore, there should be a uniformity in the quality of fuel furnished.

The engineer should arrive at his locomotive in sufficient time to inspect it properly and prepare it for service and to make tests and observations that are necessary for good service. This, when properly done, will give him confidence that will insure him of maintaining the schedule of his train. Extra precautions must be given to the parts that have had repairs made. Any neglect of the locomotive at the initial terminal usually results in waste of fuel to your engine and sometimes to other trains on line of road.

No argument is needed to convince you of the large number of men necessary to equip and prepare a locomotive for service or that this work should be done in advance of the arrival of the engine crew. The engineer makes the final inspection. This inspection should be made when oiling, as every part that needs lubrication needs inspection. Locomotive appliances should be inspected and tested to be known in good working condition. Engineers must have a thorough knowledge of these appliances, so that full use of them may be had. Where stops are made that will allow for additional inspection, they should be carefully made, as "a stitch in time saves nine." When locomotive or train trouble is apparent, judgment should be used as to where the stop is made, to prevent loss of time to your train or others. Consult the engineer who last ran your locomotive and see if he can offer any suggestions for improvement. Inquire what kind of service the engine gave. Get his ideas; ask what his experiences were. Learn his methods, and see if he has anything to offer that will benefit you. Every failure teaches an engineer something if he will learn to profit by his own and others' experiences.

Leaks Help to Waste Fuel

Water, steam and air leaks not only create a loss of fuel but are expensive in damage to locomotives and probably delays on line of road. Engineers should see that they are eliminated.

When he arrives at the district terminal, after reporting the engine's condition, it is well for the engineer to consult with the foreman in charge as often as possible, because through this personal contact a better understanding will be obtained.

When fuel meetings are held, attend them. This will set an example for the firemen. Then discuss the many points brought out that are of value. Encourage firemen to read literature of fuel economy on locomotives.

All firemen should be questioned as to their general knowledge and understanding of their duties. Engineers should teach the firemen why they should save fuel and how it can be burned to produce the best results. One of the most vital essentials in fuel conservation in locomotive operation is friendly co-operation of the engineer and fireman, and this can be had if the engineer will lead and help the fireman by giving him the benefit of his experience. Thought and consideration should be given to firemen of limited experience. When this knowledge and experience is given to firemen, engineers will insist on its being applied in a practical way, as the best asset a fireman has is to be well trained. Encourage the fireman to learn something about firing and locomotive operation each day. Firemen must recognize the authority and responsibility of engineers.

EMPLOYES SUPPORT NURSE

One of the twelve trained nurses suspended in February because the Child Welfare Association lacked funds to maintain its full staff will be replaced for five summer months, through the generous support of the Illinois Central System employes, who have turned over to the Child Welfare Association treasurer, Walter A. Brandao, a check for $577.60, the net proceeds of the dance and boat-ride on the steamer Capitol last month.

"This is most gratifying," Miss Mary Railey, executive secretary of the association, said Friday. "It comes just when we need it most, for the twenty-four nurses on our staff are hard put to it, to answer all the emergency calls in our large field, with the number of babies ill as usual at this season. This nurse can care for a field of many blocks, with at least 250 babies in it. We are deeply appreciative of the aid given by the employes and officers of the Illinois Central System, realizing how much work this has cost the committees in charge."

The committees which carried the benefit through were headed by C. T. Seiler, chairman of arrangement; C. A. Ahern, chairman of finance; C. T. Beven, reception; W. J. Mora, floor; Henry Reinhardt, publicity; A. V. Bertaut, president of the organization. William A. Delph and A. E. Scaife were also active.—New Orleans *Times-Picayune*, April 29.

FINDERS IS KEEPERS

By HORACE

A Short Story — Complete in This Issue

JOHN MILTON BECK was rising three score. He was entitled to the honorary appellation of "old settler," seeing that he had homesteaded the quarter section of good loam land called the Home Place, where he lived. In succeeding years he had acquired other quarter sections besides the Home Place and also stock and money and a few bank shares and loans and whatnot, for Uncle Milt was canny and so was Uncle Milt's wife; both were of the old-time, far-seeing brand of pioneer stock. There were four children: John, Jr., married and on a farm of his own; Naomi, married and a city-dweller; Mabel, about to be married, already sewing the last odds and ends of her going away regalia—a young man named Walter Sampson being the exciting cause; and Roderick. His mother called him the "baby," although he stood 5 feet 11 and was pretty husky.

Uncle Milt was one of those ruddy, robust old codgers who grow gnarled but never palsied, crusty but never vacillating. He might have slid easily into a serene and easy old age; he had plenty, and the Home Place was snug. But no! There was one cloud on his horizon. Uncle Milt hated motor cars. He made no distinction between big ones and little ones. He hated 'em all. He even hated motorcycles, hybrid offshoots from the malignant parent stem. "Devil-machines," he called them all. "Hoss-scarers, dust-raisers, chicken and pig killers, menaces to the bodily, moral, and spiritual well-being of the country, sir!"

Roddy, home from college for the summer vacation, did not share this prejudice.

"You can't block the wheels of progress, Dad," he said. "You only get yourself steam-rollered. What you ought to do is buy a big 7-passenger Six, or Eight, and get in the procession. Mother would like to have a car. I heard her say so. All the neighbors are getting cars. Do you want to be called a back number?"

For some seconds the old gentleman was not master of his tongue. He could only sputter and roll his eyes. And it was his own flesh and blood, too, that dared thus to speak heresies. But then the boy was only a fool boy. What could one expect when all the rest of the world had gone stark crazy—

"H'r-rumph!" he snorted explosively. "My son, there was a time when I hoped you'd grow up to have the sense that the Lord distributed to geese. I see I'm doomed to be disapp'inted."

Roddy laughed.

"Wait till you've learned to drive," he said, not seeming to realize that he was capering about on mine-sown ground. "I'll bet you'd be some fan, once you got started. They say the harder you are opposed to a thing the greater enthusiast you are if you ever switch to the other side."

"Bah! Rubbish! I won't even discuss the subject," exploded Uncle Milt. "I ain't never set foot inside one of them Beelzebub's contraptions yet, and I reckon it'll be a red letter day when I do."

"It will," agreed Roddy. "It'll be a revelation to you."

Uncle Milt again became momentarily clogged up with emotions words could not express.

Summer came on apace. On at least two occasions, callow and venturesome automobile salesmen foolhardily sounded the old gentleman upon the subject of buying a car. They plumbed abysses of vituperation that discouraged them from further researches. Uncle Milt almost came to fisticuffs with the rural mail carrier when that innocent devotee to duty brought a motor-car catalog in the mail.

On the fifth day of July, Fate lighted a belated firecracker and placed it quietly under John Milton Beck's coattails. Fate has a way of doing such things. But Uncle Milt was not yet aware of such a move. A cooling shower had fallen during the night. The old gentleman, having breakfasted beatifically and noted the smiling sky and

a southerly wind, decided to drive into town.

"Hitch up old Bill, Roddy," he said. "The dust'll be laid after the rain so a body can breathe. Put that broken sickle-bar under the buggy seat so I can get it fixed at the blacksmith shop."

Half an hour later the young man returned to the house carrying an empty bridle on his arm. "I can't find old Bill," he reported. "Bess and Nell are in the big pasture, but old Bill's nowhere in sight."

"Likely enough some fool's left that north gate open again," the old gentleman surmised. "I guess I'll have to padlock it. Did you notice if it was open?"

"Well, no—"

"No, of course not. No college-eddicated scatterbrain would. I'll have to go find the hoss myself." He settled his sunburned panama on his capable head and struck off through the orchard, Roddy following silently behind.

Descending a long grassy slope of the pasture, they came presently to a little dell where a thick clump of willows grew along a shallow ravine. It was there that Uncle Milt made an exciting discovery.

A big, glossy, olive-green, white-tired automobile stood fairly well hidden in the densest part of the thicket.

"Gee!" exclaimed Roddy, "Somebody has hidden a car here."

"A devil-wagon on my land!" rumbled his father. "Who'd have the brazen impidence to fetch one of them things here! I'll set a match to the thing—"

A big, glossy, olive-green, white-tired automobile stood fairly well hidden in the densest part of the thicket. "A devil-wagon on my land!" rumbled old Milton. "Who'd have the brazen impidence to fetch one of them things here!"

Roddy was investigating. "There's nobody anywhere in sight. Whoever left it has clear skidooed. I'll bet you it's a stolen car, and the thieves are figuring on coming back after it later—" He stepped up on the footboard.

Uncle Milt glanced about him gingerly. "I'll thieve 'em," he said with lessening vehemence. "Maybe they took old Bill when they left this thing here—"

"I see what was the matter," Roddy remarked after some more projecting. "They ran out of gas and were afraid to stop anywhere. The car's been stolen, and they were hard pushed. You can see it hasn't any license tags on it—"

Uncle Milt rested a hand thoughtlessly on the shining fender. He removed it jerkily as if he had been burned. His gaze wandered from the luxurious leather upholstery to the array of nickeled dials and buttons and levers under the steering-wheel. "H'r-rumph! You might be right," he said grimly.

Roddy opened a door and slid confidently into the driver's place. He manipulated certain buttons and levers with hands and feet. There followed a purring whine of hidden machinery, then the throbbing patter of a smoothly firing motor. At the first whirr of the starting-mechanism, Uncle Milt had leaped ten feet away in two frightened bounds.

"Hey, Rod, you infernal idiot, stop fooling with that thing!" he yelled. "Do you hear me? The condemned outfit might blow up and kill us both!"

"Don't get flustered, Dad," Roddy laughed. "I know this make of car pretty well. My room-mate at school had one just like it, only his was a roadster. I learned to drive his. Just listen to her talk. She's got probably a quart of gas left in the tank—I'll back her out of these bushes—"

His father stood rather weakly watching as the big car rocked slowly out into the open level. He sidled a step or two nearer.

"You say you can run one of these here things?" he quavered. "Well—I'll be dodswatted! Look out—she's makin' for a stump behind you—"

"Maybe there's enough gas to take us up to the house." Roddy brought the car to a stop. "Hop in here with me, Dad, and we'll scoot around by the main road—"

"Nope—I won't do it!" The old gentleman's tone was not so determined as it might have been, however.

"Ah, come on, don't stand there arguing. If the car's a stolen car, we'll claim a reward for finding it. And it'll be proper and right to put it under shelter. Get in before all the gas is gone."

Uncle Milt crossed the Rubicon, the Alps, the Rhine, and all the rest of the famous frontiers of history by getting into the car. They drove out by way of the north gate and around on the main road. They drew up in luxurious majesty in front of the barn-lot gate. Mrs. Beck came out to gaze awesomely at the purring monster. After some urging she was prevailed upon to enter and sit in the soft and inviting back seat.

"Lawsy, it certainly is easy and comfortable," she said.

"Rod's a fine driver," Uncle Milt reassured her. "He's a reg'lar expert with the condemned thing."

"I'll borrow a couple of gallons of gasoline out of the can up at the house," Roddy proposed. "You don't use the stove only on wash-days, mother, and you've got a full can. I want to take you folks a little ride down the road a ways—"

His father seemed suddenly, unaccountably docile. He made no demur. The young man hurriedly replenished the tank, clambered in, and swung the car out into the road. He drove a mile along the straight, level lane at a gentle, smoothly gliding pace. The car seemed merely to float along the ground. It was the poetry of motion. Uncle Milt sighed contentedly as Roddy turned with skillful adroitness at a crossroad and they headed toward home.

"It ain't hard to handle, seemingly," he said. "How do you like it, Ma?"

"It's perfectly heavenly," his wife said devoutly.

A little later, Uncle Milt decided that they might as well take the broken sickle bar to town in the car.

"I want to notify Constable Carothers that old Bill has been stolen, anyhow," he said. "We found the gate shut and fastened; so he didn't get out without help. It'll save time, and we might as well use this machine till the owner comes f'r it."

It was a matter of fleeting minutes to cover the three miles between the Home Place and the village. Roddy stopped at one of the filling stations on Main Street. Uncle Milt walked on to the postoffice. where he expected to find the visible embodiment of law and order in the person of Harve Carothers. Roddy had the man measure in ten gallons of gas on suspicion. Roddy had inherited a canny discretion. He was presently aware of his father's sturdy figure approaching. Uncle Milt was accompanied by a long, lean, neutral-tinted man dressed in drab pants and horizon-blue shirt. The two were in somewhat heated confab.

"Of course," Carothers was saying as they came up, "a stolen car nes'sar'ly has t' be turned over to a reg'lar officer o' the law. I'll jes' take charge o' her, Beck, an' save you all bother—"

"H'r-rumph!" rejoined Uncle Milt. "I guess I'm pretty permanent around here. I found the car in my pasture, and if the owner wants it he can come to me. I don't need no officers of the law to tell me what to do, sir. What was you aiming to do with it, anyway?"

"Why," said Carothers pleasantly, "I'd wait for the owner to come get it."

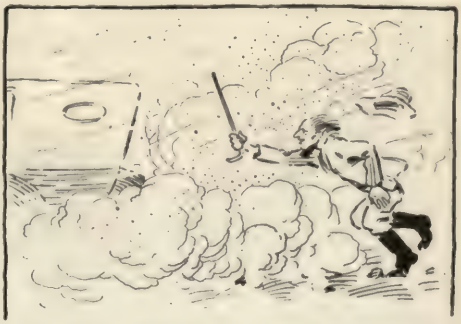
"And what if he don't never show up?"

"Well, I guess in that case I'd jes' sort of keep on waitin'."

"H'r-rumph! I guess not. I found the thing. If the owner don't show up, finders is keepers. You don't get this here car to gallivant around in, Harve Carothers, not if I know myself, and I've had up'ards of seventy year to get acquainted."

Uncle Milt climbed in beside Roddy. "Drive on," he said grandly.

"Halt!" shouted the constable. "I say



Carothers clutched at a rear fender as it passed him, missed it and ran stumblingly in pursuit. He did not catch up.

you cain't take that car away. It's under my pertection. Halt, or I'll arrest both of ye!"

"We can't take it, hey?" roared Uncle Milt. "You watch and see!"

Carothers clutched at a rear fender as it passed him, missed it and ran stumblingly in pursuit. He did not catch up. The car disappeared from his view around the next corner. But Contsable Carothers was no quitter.

Before noon his weatherbeaten flivver hove to at John Milton Beck's front gate. Carothers limped officiously up to the front porch and tendered Uncle Milt an imposing looking document.

"You done a foolish thing a while ago, Milt Beck," he said, "but I don't aim to be harsh with you unless you fo'ce me to it. This here's a summons from the Squire to have you show cause why you resisted an officer an' refused to give up stolen propity."

Uncle Milt adjusted his specs with precision and perused the paper.

"Roderick," he called, "fetch the auto around, will you? We'll run in to town a few minutes. Ma, I reckon we'll be back in plenty of time for dinner."

Squire Wilfrid Teegarten looked up from his checker game with Colonel (by courtesy) Jackson Mabry to view with some circumspection the unceremonious entrance of Uncle Milt Beck. The latter did not waste words in unnecessary preliminaries.

"You summonsed me, Bill Teegarten," he said. "Here I am. Whatever you've got to say to me, open your mouth and say it."

The Squire fumbled with his chin whisker.

"Why—why—I did invite you to drop around, on complaint o' Carothers," he stammered, "but 'twas merely informal. Seems there's some dispute about a stolen autymobile the constable's located—ahem! Here comes Carothers now—"

The officer, having anchored his ancient rattler, hurried in.

"The situation's this," said Uncle Milt belligerently: "I've lost a good hoss by thievery. And I find a auto hid in my pasture. This so-called constable, who I've knowed for forty-odd year and never thought much of as a man or boy, instead of searchin' for my lost property gets the idee he wants to cabbage on to this car I found. It looks suspicious to me. I might wonder if there ain't a reward offered, or something, or maybe he just wants to ride around in a real auto for nothing—"

Carothers thrust himself forward.

"That's a mistake, Squire," he sputtered. "The prisoner is misrepersentin'—"

"Prisoner!" Uncle Milt glared around pugnaciously.

"Don't git excited, gentlemen, neither one of you," soothed the jurist. "Uncle Milt ain't hardly a prisoner, constable. Do I understand, Uncle Milt, that you refuse to give up stolen property?"

"Not to the real owner, whenever he shows up—"

"Then that's all," announced the Squire learnedly. "The case is dismissed. I find that when title is proved to the property, the defendant is glad to surrender possession of same. Until such time, the law of finders is keepers prevails."

Along in the afternoon, Uncle Milt roused up from his nap.

"Have you got plenty of gasoline, son?" he asked. "Maybe your Ma would like to drive down to town and back after supper."

Within the next three or four days, the Becks were frequently seen about the countryside in a shining, soft, purring, new, 6-cylinder motor car. They went and came by various roads and by-roads. There came a time when Uncle Milt himself was beguiled into taking the steering-wheel. From that point it was, as Roddy said, easy sliding into the knack of shifting gears and stepping on the accelerator. To use another of Roddy's expressions, his father rapidly acquired the bug for motoring, too. He wanted past all other cars they might chance to catch up with.

"Why, Pa," remarked Mrs. Beck, one day, "that was Joe Peters we just passed. That's their new auto he's in. But our car is easy a foot longer than his is—"

"H'r-rumph! Nigher two feet longer than one, I'd say."

They ran down and killed a chicken.

"Let people keep their poultry fowls off the public roads," snorted Uncle Milt. "An auto can't be stoppin' every few yards to let a passel of fool hens get across."

They drove over to young John's farm one day. In the course of casual conversation, John remarked that old Bill was in the

pasture down west of the house. He had been there for something like a week, it seemed, where somebody had left him.

"Why didn't you phone and tell us?" asked his father.

"I've noticed," said the other, "that folks who run to the phone every time a mouse squeaks are always getting themselves or somebody else into hot water. I knew old Bill was perfectly safe where he was."

Constable Carothers arrived at the Home Place one Thursday afternoon in his gasoline-propelled vehicle. A smooth-shaven, well-dressed stranger was with him. They came up to the house.

"This here," said the constable, "is a feller which has lost a car. The one you people have been havin' sech a fine time ridin' round in lately answers pretty well to the description—"

"H'r-rumph!" said Uncle Milt dourly. "What was the name, did you say?"

"Nichols," the stranger said. "I'm a dealer in cars over at the county seat."

"Come right in," invited the old gentleman. Carothers, ignored, sat himself down on the porch edge to wait. Inside the house, Uncle Milt spoke mildly.

"How would you be able to tell if this auto was yours or not?" he asked.

Nichols explained about serial numbers on car and motor. Roddy appeared and was sent to compare certain figures on a slip of paper with those on the visiting machine.

Later on, Nichols came out on the porch and addressed the waiting Carothers.

"It was a false alarm," he said. "Thanks for your trouble. Young Mr. Beck has offered to drive me back to the county seat."

Carothers mumbled in his neck and took his departure.

"Of course, if I hadn't took a likin' to this here partic'lar auto, I wouldn't buy it," Uncle Milt said as he blotted the check. "But it's a mighty slick running piece of machinery, I'll say that. They tell me there's a sight of difference in 'em; so when you get hold of a good one, you hate to part with it. And there's no doubt in my mind but what the car was yours, all right."

"Sure," said Nichols. "Well, thank you, Mr. Beck, and I hope you have good luck with your purchase. If anything goes wrong, let me know."

Nichols stood in the door of his place of business that July evening and watched Roddy bowling away homeward.

"That was a pretty cute piece of headwork on the part of young Beck," he said to a man nearby. "The kid came in here one day a couple of weeks ago and made arrangements for me to bring a new car down to their farm and hide it in a patch of brush. He said he'd do the rest. It was agreed that I should ride one of their horses over to his brother's place, and his brother would bring me back home. Well, the kid sold the car to his dad, all right. But he's not overlooking any bets. He made me split my commission with him on the deal. That young man will go a long ways."

"Of course, if I hadn't took a likin' to this here partic'lar auto, I wouldn't buy it," Uncle Milt said as he blotted the check. "But it's a mighty slick running piece of machinery, I'll say that."

The Importance of Well-Kept Files

By R. R. MAULDIN,
Accountant, Water Valley (Miss.) Storehouse.

PROPER filing of records is an important feature of railway accounting and one of which many employes do not realize the advantage. Frequently it will save hours of search for some record that, when filed, we thought would not have to be referred to again.

On a hot summer's day, when you go to the record room for a file and do not know just where to look for it, and you begin to tear down records, and you get your mouth and nose full of dust and grit, and great beads of perspiration roll down your face, and you fuss and fume about "somebody" not filing them properly, and at last you find it—"Oh, boy, ain't it a grand and glorious feeling?"

Do you think that your worries are over? Suppose some time later you have to refer to another old record, and you go through the same experience—don't you think it time for a change? Begin right then, and all the spare time you have arrange your record room in order and mark each record plainly, getting together all records pertaining to the same subject; after this is done to your satisfaction, keep them in that particular place. Instruct everyone who has to do with the filing of records that they must be plainly labeled and put in their proper place in the record room and that, if necessary to refer to them some time later, they must be replaced exactly where originally filed.

Filing Purchasing Agent's Invoices

Among the most important files in the store department are the purchasing agent's invoices. These invoices have to be referred to dozens of times a year, and it has been my experience that the best way to file them is to order from the stationer a supply of transfer file boxes, Form 609, and use each box for filing invoices taken into account for the first three months in the year and so on; this will take only four boxes for the entire year's record. If the large amount of invoices taken into account will not permit the filing of three months' records in one box, a box will surely take care of two months' records, which will require six boxes for the year's record.

I believe these should be filed in numerical order, as this has advantages over any other method. If we have to refer to an invoice we of course look in the receiving record or ledger to see the month taken into account and the serial number; after obtaining the serial number, we can easily and quickly find the invoice wanted, if it is filed in numerical order. Another item in regard to the filing of purchasing agent's invoices is the matter of folding them to prevent their becoming torn or mutilated. To my mind, all invoices, Form 1548, should be folded to correspond in size with the smaller Form 1549, and any papers or attachments to them should be folded together; when this is done it will make a neat and orderly file.

Give File Numbers in Dictating

Another system of proper filing I would recommend would be for the person who handles correspondence, in dictating, to give the file number covering the subject to the stenographer, who will enter it in her notebook, as well as on the letter. Then if the person addressed, in replying, does not quote the file number but refers to your letter of a certain date, it will be easy for the stenographer to refer to the notebook on that date and ascertain the file in which the papers were put. This will no doubt save a lot of time looking through the numerous boxes for the office file, as well as familiarizing clerks handling correspondence with the file numbers used.

Another thing of interest, especially to store department forces, is the filing of receiving records, Form GSK-35. This is another record that has to be referred to a great many times after it is filed away, and I think the most durable and convenient way to file it is to take a year's record and insert a ⅜-inch or ½-inch bolt, as long as necessary, through the binder post holes, putting a washer on each side; then screw the nut on, and after labeling it you have a complete and serviceable file.

I also find that priced invoices from the general and division storehouses, when inclosed in envelopes, Form 864 or Form 875, for each month and then filed in transfer file boxes the same as the purchasing agent's invoices, make a file that is quickly referred to and requires only four of these boxes for a year's record.

There are many other records in this department which it is necessary to file in a convenient manner, but space will permit details of only a few of them. What I desire, however, is to bring to the attention of employes of this and other departments the many hours of wasted labor which may be saved by keeping the records intrusted to them in an orderly manner readily accessible at all times.

Girl Invades Suburban Smoking Car

Gone are the days when a man would seek the smoking car of a train, find a comfortable seat and loll back in solid pleasure with his cigar, cigaret or pipe, with the satisfied feeling that he need not surrender his seat to a woman passenger, as is the case in other coaches. A woman has invaded the smoking car of an Illinois Central suburban train at Chicago!

Women frequently enter the smoking cars of the suburban trains by mistake, but the smoke-laden air soon informs them of their error, and they do not tarry. Others turn sharply about when the conductor tells them that they are about to enter the smoker.

Imagine the surprise of one of the conductors when, after he had informed Miss Mary Foley, a stenographer, that she was headed for the smoker, she smiled and flatly said, "Yes, I know it is the smoking car—that's why I'm going there."

It all happened at the 53d Street station. Miss Foley calmly walked into the smoking car, sat down among the men, drew forth a neat cigaret case, placed a slender white cigaret in a long holder and settled down for a nice little puff.

And she got away with it!

"The idea came to me the other day when I could not find a seat on a train," Miss Foley said. "I happened to look into the smoker, and saw the men lolling back comfortably in the half-filled car, puffing away in the greatest contentment. I said to myself, 'Why shouldn't I do this? Am I prohibited from enjoying a seat and a smoke just because I'm a woman?'

"So I started out to see. Some of the men tittered when I entered the coach, and a sailor said, 'My Gawd!' But they soon saw that I was serious about this thing and not merely trying to show off. They soon seemed to forget me, and maybe some of them respected me—who knows?

"Men used to keep us out of bars, and now the men have no bars. But they can't keep us out of smoking cars, because we have a right to go there."

"And furthermore," she continued, "hereafter when I want to smoke anywhere, I'm just going to light up just like a man does."

Photo by Chicago Evening American.

Special Train Carries Fine Greyhounds

Dogs Travel in Luxury Over the Route of the Seminole Limited to East St. Louis Races

PERSONS along the route of the Seminole Limited from Florida to St. Louis were treated to a real novelty on April 13, 14 and 15, when the movement of the first "Greyhound Special" was handled by the Illinois Central.

After the greyhound races closed at Miami, Fla., on April 10 and after a thorough investigation of the service of the various lines by the officials of the Miami Kennel Club, the Illinois Central was given the distinction of handling the first special movement of racing dogs that has ever been "staged" anywhere. Circus and horse race movements and various other trains of a novel character have been run in the past, but a train of greyhounds and the owners, trainers and officials connected with this new sport was a new one for all concerned. Evidence of this was demonstrated by the fact that crowds turned out at all stops along the line to get a view of something entirely foreign to special trains of the past.

Five Cars in Train at Start

The party included approximately fifty-five passengers, occupying two sleeping cars, and one hundred racing dogs, loaded in three Illinois Central baggage cars.

This train left Miami over the Florida East Coast Railway at 4:40 p. m., Wednesday, April 12, as the first section of No. 38, arring in Jacksonville the following morning. A lay-over of a day, Thursday, permitted all members of the party to visit the points of interest in the latter city and to exercise the dogs, feed them and attend to their other comforts. These dogs are valuable and are becoming more so as the new sport increases in popularity; consequently they receive the finest of care and are not allowed out of the sight of their trainers at any time day or night.

Followers of greyhound racing. Photograph taken at Haleyville, Ala. Left to right: Judge Sullivan; "Cotton" Davis; Mr. and Mrs. George Sawyer; Carl Shuttle; Mr. and Mrs. O. P. Smith; George Smith; Cecil Wilson; Walter Garvey.

The train was left standing intact all day at the station at Jacksonville, conveniently located, so that the members of the party had the equivalent of a hotel at the station during their stay.

The call of "all aboard" was sounded at 10 p. m., and the train moved out of Jacksonville on the time of the Seminole Limited. An early arrival in Columbus, Ga., saw the diner and sun parlor observation car attached to the train. Members of the party welcomed the two cars with open arms, as was evidenced by the fact that good use was made of both cars and compliments were heard on all sides both for the cars and for the arrangement of the train.

Stopped to Stretch at Haleyville

The next stop of importance was Birmingham, where the cars were iced and watered and the dogs were given a little exercise around the Union Station.

A stop of an hour and a half was made at Haleyville, Ala., where all the dogs were taken out on the roads and the passengers were permitted to enjoy the "seventh inning stretch." Photographs of the entire party and of various groups were taken by a photographer who boarded the train at Birmingham.

Leaving Haleyville, the train was given clear sailing into East St. Louis, where the passengers were unloaded and the baggage cars were placed near the race track of the St. Clair Amusement Company, where a race meeting started April 29.

Every member of the party was enthusiastic about the whole trip and took special pains to compliment all the Illinois Central men who looked after every detail throughout the trip. Much credit is given S. C. Baird, district passenger agent at Jacksonville, and W. B. Pearce, Miami representative of the Illinois Central, who obtained this movement and left nothing undone in giving this train service de luxe. Mr. Pearce accompanied the train from Miami to East St. Louis and was instrumental in seeing that everything was just a little better than "all right."

Popularity of Sport Increases

Greyhound racing is the modern method of the hare and hounds brought up to date by the invention of O. P. Smith of Chicago, who has perfected and patented the electric rabbit around which the new amusement is built. Racing in Florida has proved a huge success. Another track is to be built at Jacksonville during the summer for racing during the winter season of 1922-23. In addition to these tracks, plants are in operation at Emeryville, Cal., Tulsa, Okla., Chanute, Kan., and East St. Louis, Ill. The East is to be given a look at greyhound racing, as a track is to be constructed in New York this summer.

Mr. and Mrs. O. P. Smith and family. Mr. Smith is the inventor of the mechanical rabbit used in greyhound racing. As general manager of the racing association, he expects to establish greyhound racing in the East.

How the Races Are Run

The Miami (Fla.) *Herald*, in announcing the opening of the races there, had the following explanation to make of dog racing:

"Dog racing in many respects is fashioned after horse racing, but with the professional 'fixer's' taint removed. There can be no 'fixing' in hound racing. No jockey sits astride his mount to steer him into pockets or to trail the bunch. The dog is his own whip and he has but one object in life—to catch the mechanically propelled rabbit that always keeps a length or so in front of his speeding snoot.

"Form sheets, exactly as used with the horses, keep tab on the hounds, charting their efforts in the various events from day to day and serving as a guide to followers of the sport. Entries and results also are printed daily as at the horse tracks.

"All entries in dog races are conducted on

a plan similar to that in horse racing. When a stable arrives they are sent out and, paced by the mechanical rabbit, are timed over each distance they are to be entered in. Before each race, the six dogs entered in it are weighed and must tip the beam at a difference of not more than half a pound from the weight shown when they took their qualifying trial. These six dogs must be in the paddock twenty minutes before the race. Each of the dogs wear a knitted, colored collar, the colors being the six primary shades, red, blue, white, green, yellow and black. The attendant of the dog wears a cap and coat to match.

"The hounds are then led over to the starting cages, each of which has six compartments, enclosed by glass, so the dogs can see the speeding bunny and start at top speed when the door lifts open. This gives each one an equal chance in getting off. The rabbit then is whirled around the track so the dogs may see it. When it passes the cages once, each racer becomes frantic to go, and as the rabbit speeds by the second time the doors fly up and the hounds are after it.

"The engineer in the tower regulates the speed of the rabbit, so that it is always a few feet ahead of the leading dog, increasing its speed as the dog's flight increases. At the end of the race, the rabbit automatically disappears through a runway at one side of the track and the dogs are leashed and led back to their kennel.

" 'Will they always run?' an old-timer at the game was asked yesterday.

" 'Will they?' was his reply. 'Those dogs are bred to run and they'd die of a broken heart if they couldn't.' "

How the Dogs Caught a "Rabbit"

A Jacksonville, Fla., paper chronicled the passing of the "Greyhound Special" through that city as follows:

"The dogs which have been racing at the Miami dog course are in the city today on their way to East St. Louis, where a meet will be opened at the new $150,000 dog track there on April 29. The meeting there will last until June 4, when the dogs will be moved on to New York, where a track is being built in the Bronx.

"The dogs and party of owners with them

Men, left to right: C. R. Sterling; O. P. Smith; Arch De Geer; Lawrence Freeman; Jack Fischer. Dogs, left to right: Out for Sport, Buck Saw, Timothy, Snookum, Mission Boy Louis L. Mr. Freeman is holding two of the best racing greyhounds in the country, Snookum and Mission Boy, who have been his biggest winners.

are in charge of O. P. Smith, inventor of the electrical rabbit, who is attempting to form a circuit in the Southeast for dog racing. Mr. Smith became an inventor for the old reason, 'necessity,' because the humane societies were after him because of the alleged brutal treatment to live rabbits used in dog races. The mechanical one has proved even more successful than the use of live ones, as the dogs very seldom catch it.

"Dogs in the shipment which is now passing through Jacksonville are owned by about forty persons. They are raced in stables similar to those in the horse racing game, classified as to time they can make on the track and limited as to weight. They have just finished a meeting of thirty-eight days in Miami which proved greatly successful. In the Miami meeting the dogs caught the rabbit but once; that was when a black cat got into the mechanism of the track on which the rabbit runs and stopped it. The dogs tore the stuffed rabbit to bits before attendants could pull them off."

Thank for the Good Service

Mr. Smith, upon arrival in St. Louis, wrote to Mr. Baird as follows:

"To say that I was pleased would be expressing myself mildly, and all the members of our party join me in thanking all the officials who had the handling of this train collectively and yourself and Mr. Pearce individually for the very exceptional service we received.

"The movement of this train was evidently well advertised in passenger circles around St. Louis, as we no sooner arrived there than a representative of another road called on me regarding our going east after this meeting. He said that he understood our train on the Illinois Central was met at every station by someone with a piece of ice in one hand and a pail of water in the other, and he assured me that, in case the business was given his people, they would do even better than this; they would have men waiting with two pieces of ice in one hand and two pails of of water in the other."

E. B. Deen, judge at the dog races, wrote as follows to W. H. Brill, general passenger agent at New Orleans, and F. D. Miller, assistant general passenger agent at St. Louis:

"I have just arrived in St. Louis after a wonderful trip on what we have named the 'Greyhound Special.' The service we received on the trip was indeed a revelation, and every member of the party is more than satisfied.

"Everything promised by Mr. Baird and Mr. Pearce when they solicited this business in Miami was given us and a great deal more than I know the number of passengers in our party was entitled to receive.

"You can rest assured that all the people who made this trip are from now on enthusiastic boosters for the Illinois Central and that they know Mr. Baird and Mr. Pearce are true representatives of a great railroad."

NOT ONLY GOING

Jones bought a business from an agent who advertised it as a going concern. After six months of "going business," Jones failed. Meeting the agent some time later, he said: "Do you remember selling me a business as a going concern?"

"Yes, of course I do," replied the agent.

"Well," said Jones, "it's gone."—C. R. C.

Miss Mabel Thorpe, 3417 North 9th Street, St. Louis, Mo., a devotee of the sport. The second dog from the left is her favorite and best dog, Oakland Charter. The second dog from the right is a consistent winner known as Oakland Hero. Miss Thorpe is one of the most prominent dog fanciers in the United States. Her Boston terriers have been exhibited in all the bench shows throughout the country, and she has won many blue ribbons with them. Last winter she acquired a string of racing greyhounds, which are shown in this photograph.

The Home Division

Edited by Nan Carter

The Month of Brides and Roses

Do business girls make good wives? None better. They know the value of a dollar. They are expert in the art of dressing well at moderate cost. They are companionable and tactful. They will not meet friend husband at the door with a recital of the day's trials when they can see that he is fagged out. They know what team work will accomplish. They are aware that men like to be "jollied," not nagged. They are less likely to be jealous of their husbands' office assistants. They are efficient—no back fence gossip for them while the breakfast dishes lie in the kitchen sink. They have been trained to get things done. And when they leave the business world we hate to see them go, but we rejoice in the good fortune of the man who by our loss gains a real life partner.

Here are five charming recruits to the army of home makers—June brides, bless 'em! Anybody can furnish a house, but home making is an art, and we are informed that these young women are well equipped for the new life which they will take up this month.

No. 1 is Miss Florence Immekus, stenographer in the telegraph department, Chicago, in the service for the past five years. On June 3 Miss Immekus will be married to R. O. Williams, sales manager for the Harter Manufacturing Company. Mr. Williams was formerly employed in the electrical department of the Illinois Central.

No. 2 is Miss Billie Shumway, secretary to H. G. Morgan, signal engineer, Chicago, in the service for the past eight years. Miss Shumway will become the bride of W. P. Neekamp of Huntington, W. Va., on June 5.

No. 3 is Miss Marjorie M. Schuler, stenographer in the office of the engineer, maintenance of way, Chicago, in the service for the past six years. Miss Schuler will become the bride of an Illinois Central employe on June 3. The fortunate man is Emil P. Buechler, employed in the office of C. C. Haire, engineer auditor, Chicago.

No. 4 is Miss Ethel R. Blade, private secretary to W. A. Summerhays, lumber and tie agent, Chicago, in the service for the past four years. Miss Blade will become Mrs. William Kibbe on June 17.

No. 5 is a representative from the Southland, Miss Ophelia Williams, clerk in Road Supervisor R. D. Day's office, Baton Rouge, La., who will be married to Irving Rondolson. Mr. Rondolson is employed by Simon Brothers, Alexandria, La.

Silk Hosiery Notes

Never run your hand into silk stockings while wearing rings.

Soak the stockings in cold water before the first wearing, to set the threads.

Wetting the broken thread or rubbing with moistened soap will stop a run until it can be caught with a needle and thread.

Wash stockings after each wearing. Always wash them on the wrong side, using lukewarm, soapy water. A little vinegar added to the rinsing water sets the color. Wring the stockings carefully.

White silk stockings should be hung in a dark room to dry, to prevent their turning yellow.

When putting on the stockings, turn wrong side out. Run the hand through the stocking and pull the toe inside. Fit the foot into the opening thus made, and draw on the stocking, keeping the seam straight.

Tight garters cause the threads to break and run when the knee is bent.

Buying two pairs of the same kind of stockings is an economy. Then, if one stocking in each pair should give out, one still has a pair of stockings by matching up the good ones.

Ice Box Cake

At last our search is rewarded, for we have found a recipe for Ice Box Cake. Miss Olive O'Reilly, stenographer in the law department at Chicago, has kindly given us the recipe used by her aunt, Mrs. M. Sullivan, which is printed below:

Take ½ lb. unsalted butter, 1½ cups powdered sugar, 5 eggs, almond and vanilla flavor

1
2
5
June Brides
3
4

to taste. Cream butter and sugar, beat for one-half hour, add egg yolks, one at a time, beating each one five minutes. Add the flavoring. Beat whites until stiff and dry, and add a portion at a time. Line tin, sides and bottom, with split lady fingers, add a layer of filling, then lady fingers, another layer of filling, then lady fingers on top. Place in refrigerator for 24 hours. Add 1½ bottles of cream, whipped stiff, to top just before serving, after unclamping side of tin. Cherries or nuts may be added, the cherries making it look very attractive. The special tin necessary for ice box cake may be procured in any of the department stores under the name of "ice box cake tin," or the cake may be made in a deep mixing bowl.

Good Things on Our Dining Cars

Chef-Cook A. G. Ferguson, whose picture appears herewith, has been in the Illinois Central service since 1903. Prior to that time he worked successively for the Crescent News and Hotel Company, the Pennsylvania Railroad, and on the private car "Zamora" of the Waters-Pierce Oil Company. Chef Ferguson's fine pastry has earned for him a reputation with the patrons of our Western Lines. He has given us some of his favorite recipes for the Home Division. Here they are:

A. G. Ferguson

Rhubarb Pie.—Wash and peel rhubarb and cut in inch pieces (there should be a little more than one pint), add 1 teacupful of sugar, 1 teaspoon of melted butter, and a little grated nutmeg. Do not add water. Place mixture on fire, stir until it becomes hot, dredge in 1 tablespoon of flour, and remove from fire. Line a pie tin with pastry, fill with half cooked rhubarb mixture, cover with narrow strips of paste crisscross. Bake in moderately hot oven.

Roast Sweetbreads.—Choose large white sweetbreads. Put them into warm water to draw out the blood and improve the color, and let them remain for one-half hour; then wash them, put into boiling water with an onion, a little mace, salt and pepper, and allow to simmer for twenty minutes. Take up the sweetbreads, drain, and dip into beaten eggs; roll them in bread crumbs and place in a buttered baking pan with a little of the stock in which they were boiled; dredge in a little flour, put into a moderately hot oven and roast gently until a delicate brown in color. Serve on toast with brown gravy made from stock in which sweetbreads were boiled.

Roast Lamb.—Place prepared meat in a roasting pan, season with salt and pepper, add a little water, put into a brisk oven and baste constantly until the moment of serving. Lamb should be thoroughly cooked without being dried up, and not the slightest appearance of red juice should be visible, as in roast mutton. This rule is applicable to young white meats. Serve with a little gravy made in the dripping pan and a tureen of mint sauce on the side.

Baked Trout.—Take the sides of fish freed from bones, season with salt and pepper, dust with paprika, dredge with flour, and arrange with a little butter in a baking pan. Cover well with tomatoes, add a minced green pepper, a little minced shallot. Bake and baste till done. Serve with sauce in which baked.

Curried Lobsters.—Remove the meat of two red lobsters from the shells, place the meat, together with a little thinly sliced ham, into a shallow sauce pan, add a little cayenne pepper and a scant teaspoon of salt. Mix half a cupful white soup or stock and half a cupful of cream, and pour over the meat. Put it on the fire and let it simmer for about an hour. Then add a dessertspoonful of curry powder and another of flour rubbed smooth in a little of the stock. Cook three minutes longer. Serve with boiled rice.

Saute Chickens.—Disjoint two fat spring chickens and put into a frying pan with two ounces of sweet oil or butter, season with salt and pepper, and fry quickly until light brown on both sides. Add a chopped onion and two ounces of ham cut in small squares, and fry a little longer. Dredge in 3 tablespoons of flour, stir and dilute with broth. Add 6 peeled and seedless tomatoes cut small. Cover and cook slowly until done. Add a little chopped parsley and serve with boiled rice.

Salad Dressing for Meats or Vegetables.—Mix together 1 tablespoonful of dry mustard, 2 tablespoonfuls of sugar, a pinch of cayenne pepper and 1 dessertspoonful of salt. Stir into this slowly to prevent lumping 2 teacupfuls of oil (olive oil preferred), the juice of ¼ lemon, 1 teacupful of vinegar and 1 teacupful of water.

Place the mixture on the fire. Have ready 3 eggs well beaten, add ½ cup of water to beaten eggs. When the ingredients reach the boiling point, stir in the beaten eggs very rapidly to prevent curdling. Cook for one minute and remove from the fire.

Household Hints for Home Makers

Fresh fruit stains—even the stubborn peach—may be removed from white goods by rubbing the spot with pure glycerine and then washing in the regular way.

Remove strawberries from the box immediately, pick them over and discard any soft berries, but do not hull them. Place in a mason jar, cover, and keep in the refrigerator until ready for use.

The use of borax, if persisted in, will exterminate roaches. Scatter the borax near the holes and cracks.

If a little cornstarch is dusted on top of the cake, the frosting will not run off.

A quarter of a teaspoon of cornstarch added to the salt shaker will keep the salt from becoming lumpy.

To clean piano keys, rub with alcohol.

To dust reed or rattan furniture, use a small paint brush.

Louisiana Division's Youngest Agent

The youngest agent on the Louisiana division is Arthur Clyde Ellzey, appointed agent at Amite, La., effective May 2, 1922. He entered the service as clerk at Tickfaw, La., May 1, 1913, at the age of 17. During his service at that point he studied telegraphy. January 1, 1914, he started to work as extra agent-operator for the Louisiana division. Mr. Ellzey worked in this capacity until June 22, 1918, when he entered the United States Navy, enlisting in New Orleans. He was sent to the naval station at Algiers, La., and from there to the Naval Radio School, Harvard University. Upon completing his course, he was assigned to the radio repair shops, United States Marine Base, New London, Conn. After serving about a month, he was assigned to Submarine E-1 as radio electrician. In January, 1920, he was discharged from the service. He was re-employed by this company as relief agent until November, 1920, when he was given a position as second trick operator at Kentwood, La., remaining there until his recent appointment as agent at Amite.

Arthur C. Ellzey

THREE DISTRICTS' RECORD

W. E. Ausman, trainmaster of the Cherokee, Sioux Falls and Onawa districts of the Iowa division, had the following to say in a recent circular letter to his men:

"I wish to call attention to the splendid record, in the matter of accident prevention, made by you men during the past several months.

"The Onawa district has not had a reportable accident for eighteen months; the Sioux Falls district, for one year; and we have had only one accident on the Cherokee district since December, 1920.

"I do not believe this record can be equaled or excelled by any other three districts on the system or in the country at large. Everyone who contributed, in any way, to this performance has a right to feel proud of the record."

Mr. Brumley Wins Fame With His Garden

Chief Engineer of Chicago Terminal Improvement and Son Joe Find Vegetable Growing Worth While

The following story, reprinted by permission from the May 14 issue of the Chicago Tribune, was written by Frank Ridgway, agricultural editor of that paper:

IN visualizing the gigantic engineering project of transforming the steam railroad along the lake front into a modern electrified system, D. J. Brumley, chief engineer of the Chicago terminal improvement of the Illinois Central System, uses his vegetable garden plot at Flossmoor, Ill., as a drafting board.

Series of rows of vegetables streaking across his garden are so many railway tracks to him, enabling the engineer to picture the network of steel rails that will be needed to meet the demand on the system fifty years from now. Whether the trains are to be run by a low voltage direct current or a high voltage alternating current system is one of the problems Mr. Brumley studies as he hacks away in his garden each evening after leaving his office at the Central Station.

He hurries home every afternoon to his garden instead of stopping at some of the golf courses on the way out. He even rides the Golf Special, where he is tantalized by the rattling of golf sticks as the passengers drop off at the six or seven golf courses along the way, but he says he would rather have a good sharp hoe that will clip off the weeds smoothly than the best brassie that can be bought.

Gardening is not a fad with him, either, for Mr. Brumley and his 12-year-old son, Joe, have kept their ⅓-acre plot green with vegetables from early spring until late in the fall for seven years. Everything is in tip-top shape for the 1922 season—all of the early vegetables are planted and plans are made to keep every inch of space busy throughout the summer.

In addition to raising one of the best gardens in Chicago suburbs and working on his engineering plans, Mr. Brumley has found time to help write a book, "Preparation and Care of a Garden for Vegetables." He is co-editor

Mr. Brumley and son Joe at planting time

and the chief author of this book, which is filled with practical hints for home gardeners, extracted from notes taken by the writer as he worked in his own garden.

There is nothing Mr. Brumley enjoys more than donning his garden togs—hickory hat, khaki shirt, blue denim overalls, and brick colored goo-goo-eyes shoes—and going out into the garden with Joe for the daily lesson in horticulture. "I know of no better method of teaching nature lessons to children than for parents to work with them in the garden," he says. "Joe knows the common and botanical names of all the vegetables, flowers, shrubs, fruit trees, and small fruits that are grown around the home. Most children enjoy working with plants, and it gives them a better insight into nature than they can get from books."

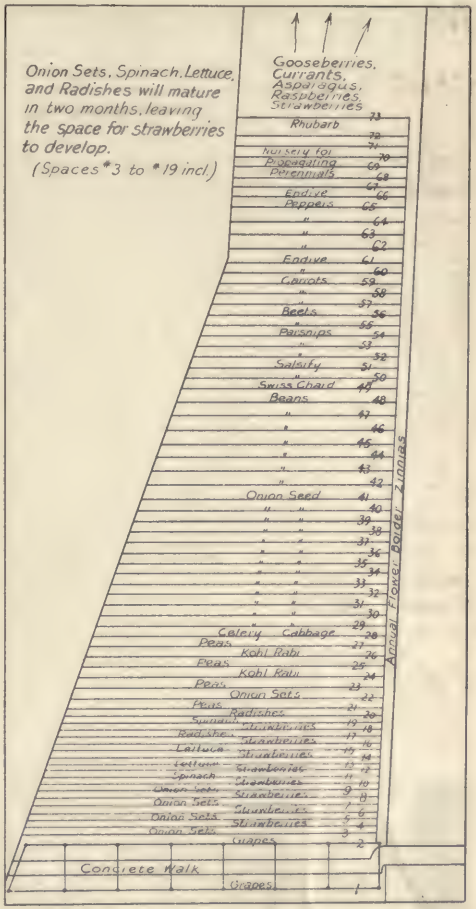
Mr. Brumley started his first garden during the war. Like most beginners he grew the common vegetables at first, and kept adding a few more to his list every year. He makes a careful study of the plants, and is continually working out new ways of improving his crops and gardening system. He is pointed to as one of Chicago's best home gardeners.

After the first plantings have been made he finds it requires about two hours each day to keep the garden in good condition. Before planting a hill all of the plans are carefully made, the ground is staked off, each stake with a number corresponding to the number in the plan book where the vegetable to be planted in that particular row is listed. Dates of planting are given, making it possible for rows to be seeded at different times without interfering with the seeds or plants in the adjacent row. For example, rows 1, 3, and 5 may be planted May 14, and rows 2, 4, and 6 left to be planted later. The stakes are left in the garden throughout the growing season.

Knows Intensive Principles

Planning the garden and driving down the stakes in advance makes it possible for more effective work to be done in growing a succession of crops, Mr. Brumley says. Where the crops do not require the full season to mature he raises at least two different kinds of vegetables in the same row, planting a second crop after the early one has been harvested.

This year he is growing onions, kohlrabi, spinach, lettuce, and radishes set two feet apart, so that the same ground can be used in starting a new strawberry bed by setting the plants in between the rows. The vegetables will be out



of the way before the strawberry plants are large enough to interfere.

Following the first crop of radishes, peas, onions, kohlrabi, and celery cabbage, celery will be set about the middle of July, when the early vegetables will be off the ground. The celery is set in rows four feet apart, allowing plenty of soil between the rows to be used for banking and blanching the celery later. In another part of the garden Mr. Brumley has onions growing from seed. He says they will be pulled and out of the way by August 15, and the ground will then be used for the second crop, using endive, kohlrabi, turnips, and an early maturing variety of bunch beans. He leaves the kohlrabi, endive, and turnips in the ground until it freezes.

In other rows he has the first crop of snap bunch beans planted, and will follow them with endive, spreading the plants six inches apart in

the rows. When the endive plants get to be three or four inches high he ties the outer leaves up with a string in order to blanch the inside ones.

Grows Rough Stuff

Such crops as Swiss chard, salsify, parsnips, beets, carrots, and peppers require the whole season to mature. In another section of the garden Mr. Brumley grows what he calls the "rough stuff," including navy beans, okra, cucumbers, cantaloupes, sweet corn, squash, and tomatoes. He plants navy beans about May 15. They ripen the last of August or the first of September in his garden, which is twenty-five miles south of the Chicago River, fifteen miles from the south end of the lake, and 110 feet above the water level of Lake Michigan. It is a few degrees warmer in his garden than in gardens in and immediately around Chicago.

The okra was planted as soon as the ground was warm enough to work, and he expects to cut pods about July 15. The cucumbers in this garden were started about May 10, and by careful spraying, hoeing, and watering will be made to last until September. The cantaloupes are planted about May 20, maturing the first half of August. The late varieties last until frost. Sweet corn is planted at various times, in order to have a succession throughout the season. The first planting in the Brumley garden was May 6. Three varieties were used —early, medium, and late—golden bantam, golden cream yellow, and black Mexican, a blue kernel variety.

The winter squash, warted hubbard, and marblehead varieties will be planted May 20 and more sweet corn May 15. On the same day summer squash will be planted. The crook necked and patty pan varieties are used. The latter is the white scalloped squash, ripening about July 20. The skin, seed, meat, and all are good to eat. Cucumbers will not be planted until June 1.

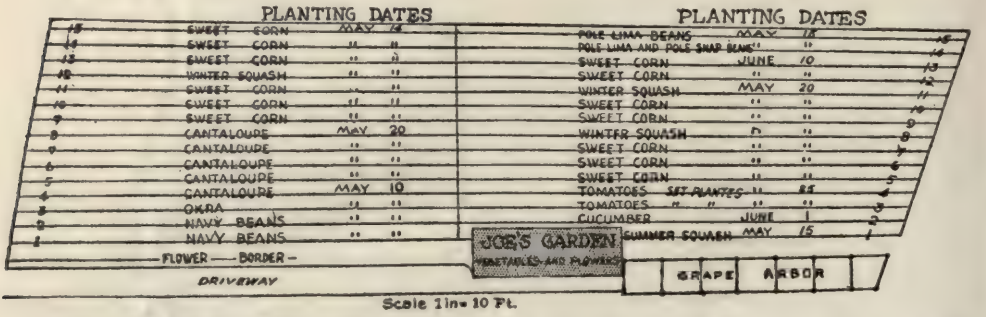
The tomato plants will be set out in the open this week. Trellises are used to support the vines, allowing the plants to grow about six feet tall, pruning and budding whenever needed.

In pointing out some of the common mistakes made in gardening Mr. Brumley offers this advice to beginners: Do not plant too thick; hoe the ground frequently and regularly; weeds and vegetables are not good neighbors; kill the weeds; never work the ground when it is wet; sprinkling does little good, soak the soil and rake it lightly as soon as the surface is dry.

Stocking the Cellar

More than a third of the vegetables grown in the Brumley garden are given away. Enough, however, are produced to last a family of four throughout the year, supplying green vegetables for four months during the summer and fall, leaving plenty to store for winter use. Around the offices at Central Station on hot summer days Brumley's big red tomatoes are strong competitors for ice cream cones and cold drinks.

Mrs. Brumley has the most interesting cellar around Flossmoor—row after row of shelves are filled with canned vegetables every fall. Last fall 105 quarts of tomatoes, twenty quarts of beets, and other vegetables in about the same proportion were canned and lined up on the shelves in the cellar. There's enough to last until fresh vegetables are ready to gather from the garden this year.



Section of Brumley Garden. In this part of his garden Mr. Brumley plants what he calls the "rough stuff." All of the planning and staking is done before the seed is planted; stakes are numbered to correspond with the vegetable number in a plan book. In the other section of the garden the cropping scheme is so arranged that two crops are grown in one season. Knowledge of engineering comes in handy in mapping out a garden, according to this engineer.

Editorial

HELP STOP ACCIDENTS!

We have much to say in this number of the *Illinois Central Magazine* about the nation-wide drive beginning June 1 and continuing until September 30 for the prevention of accidents at highway-railway grade crossings. The Illinois Central System will co-operate fully with the safety section of the American Railway Association in carrying on this campaign. Every officer and employe of this railway system is expected to do his part.

The promotion of safety is not new to the railroads. We have been engaged in this work for years. As pointed out in a recent statement by President Markham, the railroads of the country are growing safer each year. The number of accidents is being reduced. In spite this, however, there has been an alarming increase in one class of railway accidents—those involving motor vehicles and their occupants at grade crossings.

There are two solutions of the grade-crossing menace. One is the separation of grades at all crossings. That, however, is so costly that we cannot expect to attain it for many years to come. Grade crossings are here, and a great many of them must stay for years to come. Electric bells, crossing gates, flagmen and other safety devices have been tried and, while they have in some instances helped to prevent accidents, they hold forth no promise of a permanent solution of the problem. The only solution left, therefore, is for all persons to be educated to the fact that all highway-railway intersections are extremely dangerous. Children should be taught to observe the same care when passing over a railway crossing that they would observe while passing a point where blasting is going on or while handling firearms.

Grade crossings are never safe. They are highly dangerous. The national welfare demands that trains be moved on rapid schedules. Trains are heavy objects, and cannot be brought to a stop at each crossing without interfering with the service. They must have the right of way. The pedestrian or driver of a vehicle must be the one to stop.

One phase of this grave problem which we do not consider sometimes is the effect upon railway locomotive engineers of the fool-hardy chances which motorists take at grade crossings. An engineer wants to preserve human lives. Charles J. Barnett of Memphis, who pulls the Panama Limited between Memphis and Canton, writes as follows in an article published elsewhere in this magazine:

"We are perfectly helpless when a chauffeur drives a car on the track in front of our engine. Surely he should know that we would not hit him if we could help it. I have seen men with nerves of iron, men who are gray from years of service as engineers, sit down and weep after striking an automobile and killing the occupants."

I. H. Martin of McComb, a Louisiana division engineer, writes as follows in the same article:

"There seems to be a disposition on the part of some drivers to run their cars at full speed up to a crossing as close as possible, and think it is a good joke on the engineer, especially if he applies the brakes and brings his train to a full stop. The automobile driver little realizes the agony it causes the engineer. This very thing has happened to the writer many times, and I will have to admit that it takes all the starch out of me for quite a while."

We commend the testimony of twenty-one engineers who have contributed statements to this number for your careful reading. We venture the assertion that anyone who reads their statements will be impressed with the seriousness of this national menace.

It is going to take more than extraordinary watchfulness and carefulness on our part. An observance of the rules will help toward preventing accidents, but we must do more. We must make ourselves a part of this vast educational movement which is being carried on.

We call attention to what T. J. Powers, a New Orleans engineer, does. He writes, in his statement:

"I caution every person I know who has an automobile about railway crossings and the ultimate danger resulting from careless driv-

ing. I also tell everyone I speak to about this important matter and ask them to tell others."

There's a good suggestion for the rest of us. Let's show what we can do.

THE SPIRIT OF COURTESY

James Ball Naylor, who conducts a column in the Chicago *Journal of Commerce*, pays a fine compliment to courteous ticket agents in an article published April 29. One acquainted with conditions on the Illinois Central System feels that Mr. Naylor is writing about the men and women of our railroad when he refers to the present situation. However, he declares that the spirit of courtesy wasn't so marked during federal control, and we hope that applies to some other railroad than ours.

Referring to the conditions of three and four years ago, Mr. Naylor says:

"We received courtesy—yes; but it was icy courtesy, cold-storage courtesy. There was no warmth, no geniality, no friendliness about it. We were made to feel that we were outsiders, intruders; we were treated with frigid condescension."

That spirit is contrasted with present conditions by quoting from an editorial, of which the following is a part:

"The atmosphere now is entirely different. Now these same bright young men cannot do enough for you. They voluntarily, and with a show of real interest in your welfare, relieve you of all trouble about your trunk, checking it for you from your residence to your place of destination. They offer to wire ahead for you to the place where you must change cars and secure reservations for you the rest of the way. They anticipate the questions, which, if asked, would make you feel foolish. They show real appreciation of your patronage and a desire to serve you in every possible way."

We believe our readers will appreciate the sentiment of the verse which Mr. Naylor quotes as the text of his discussion. It is:

How sweet and gracious, even in common speech,
Is that fine sense which men call courtesy!
Wholesome as air and genial as the light,
Welcome in every clime as breath of flowers—
It transmutes aliens into trusting friends
And gives its owner passport round the globe.

THE AGRICULTURAL INQUIRY

Railway men will not agree with everything which Representative Anderson of Minnesota, chairman of the Joint Congressional Commission of Agricultural Inquiry, says about the railroads in his preliminary summary of the report of the commission, but we believe they generally will agree that the commission seems to have made an honest effort to go to the bottom of the situation and bring out a report which will be helpful. The commission comprises Senators Lenroot of Wisconsin, Capper of Kansas, McNary of Oregon, Robinson of Arkansas and Harrison of Mississippi, and Representatives Anderson of Minnesota (chairman), Mills of New York, Funk of Illinois, Sumner of Texas, and Ten Eyck of New York. The subject of their inquiry is "The Transportation Problem as Related to Agriculture." The following are some of their decisions, according to Representative Anderson's advance summary:

"The railroads are not self-sustaining and are therefore not on a sound credit basis. If this condition continues, transportation service will be cripped, and the country will suffer accordingly.

"It has been found by the commission, and we intend to report, that the revenue return to the railroads should be sufficient to enable them to sustain the value of their properties put to public use and to obtain the capital required for the expansion and improvement of property, facilities, and service.

"In the public interest the railway industry must rest upon its own foundations, and its revenues must be so constructively regulated that their operations will produce enough to pay fair wages, cost of materials, taxes, meet the fixed charges, pay a fair dividend, and leave a margin to attract investors of new capital.

"Attention will be called by the report to the tax burden of the railroads. In 1911, railway taxes amounted to $98,626,848. In 1913 this had increased to $118,386,859, of which $113,660,997 was paid as state taxes and $4,725,862 as federal taxes. In 1920 state taxes had risen to $223,291,201, and federal taxes to $48,619,308, a total of $271,910,509, or an increase of 175.7 per cent over the year 1911.

"New and varied forms of taxation are constantly being levied. Some of them are intended to reach railroads to the exclusion of other forms of business. Railroads should, of course, pay a proper amount of taxes, but it should be remembered that whatever they pay is passed on to the public through rates.

"The capital fund of the country lent by the investors and the banks is the surplus derived from the enterprise, thrift, and sacri-

fices of all hard-working, prudent citizens and conservatively managed corporations, and is a species of general reservoir from which all forms of industry must draw.

"It is important to the agricultural industry, which depends on that reservoir in the same way as the railway industry, that the rate of interest should not be unduly raised to the railroads because of reduced net earnings or because of large issues of tax-free securities. If the interest rate to the railroads rises, the interest rate to the farmer will also increase, for the capital market is on a competitive basis, and what affects the interest rate for one industry affects the rate for all industries.

"The Joint Commission has, therefore, concluded that the issue of tax-free securities and large expenditures for non-productive purposes by the federal, state, and municipal governments be reduced to the smallest possible limits, so that taxation can be reduced and capital funds be allowed to increase for the use at fair interest rates by agriculture, industry, and the railroads, and thereby help to promote prosperity.

"An examination of the operation of government-owned railroads in foreign countries during the post-war period affords some basis for estimating the relative efficiency of private management in this country and government management in foreign countries in meeting the dislocations and abnormal conditions which followed the war period. It may be said that, measured by the relative performance and cost of service, private management in this country shows greater efficiency than governmental management."

GUARANTEED EARNINGS

The fact that the claims of the railroads against the government growing out of federal control and the six months' guaranty period which ended August 31, 1920, have not yet been settled in full and adjustments are being made constantly has led some persons into the erroneous impression that railway earnings are still guaranteed by the government. Railway men can help to correct that false idea by keeping themselves informed on the subject and joining in the discussion whenever it comes up. We owe that much to ourselves and our profession. If the railroads are to be treated fairly by the public—and that is what each one of us wants, whatever may be our shade of belief on various railway questions—the public must get the right impression of the situation in which the railroads are today.

The Bureau of Railway Economics estimates that losses to the government as a result of the twenty-six months of federal control will aggregate, when all claims are disposed of, about $1,222,539,030. Of this amount, $720,524,281 represents the estimated excess of operating expenses and rentals over operating revenues of the railway properties under federal control, $38,111,742 the excess of operating expenses and rentals over operating revenues of the American Railway Express Company, and $2,449,739 the excess of operating expenses and rentals over operating revenues of the inland waterways which were under federal control. The other items included in the estimate are the expenses of the Railroad Administration, the amount needed to replace materials and supplies taken over, net interest and other debit adjustments, shortline claims, fire losses, loss and damage, etc., undermaintenance, net payments on account of deficits of the railroads not under federal control, and the like.

The Interstate Commerce Commission, in its most recent annual report, estimates that the cost to the government of the six months' guaranty period of March 1 to August 31, 1920, will aggregate $536,000,000. This brings the total estimated loss to the government growing out of the operation of the railroads during the war-period to $1,758,539,030.

The provision in the Transportation Act which directs the Interstate Commerce Commission to make rates at such a level as to provide, as nearly as possible, a net operating income which shall be a "fair and reasonable return" upon the valuation of railway property by territorial groups has been confused by some persons as a guaranty of earnings. Of course, that view is incorrect. The act does not guarantee even the "fair and reasonable return" which it contemplates. If a railroad isn't able to earn such a return, it doesn't; that's all there is to it. The fact that the Transportation Act specified 5½ or 6 per cent as the "fair and reasonable return" for the period ending February 28, 1922, also led to some confusion and the reference, by some persons, to the Transportation Act as containing a guaranty of earnings. As a matter of fact, the railroads of the country as a whole, during the calendar year 1921, earned a net operating income of about 3.31 per cent, which, as has been pointed out frequently, was not enough to pay fixed charges, leaving nothing,

when we consider the railroads as a whole, for the payment of dividends or for the making of investments in enlarging and improving their properties.

There has been only one "guaranty" in the Transportation Act since September 1, 1920. That is the provision that no railroad shall be allowed to earn more than 6 per cent upon its valuation without turning one-half of such surplus amount over to the government.

COMMUNICATIONS

This magazine is not responsible for opinions printed under this heading. Initials or pen names will be permitted only when correct name and address of the writer are known to the editor.

That Fuel Saving Campaign

TO THE EDITOR: In looking over the magazine for March, I noticed the kick registered by Brother Harley of the Memphis division, in which he takes exception to the award granted to the Louisiana division as a result of the fuel campaign of September and October, 1921.

I enclose herewith the official figures of the two divisions for the 2-month period, September-October, 1921, from which any one can see that we put it all over the Memphis division:

LOUISIANA DIVISION

	Passenger Lbs. per 100 PCM	Freight Lbs. per 1,000 GTM.	Switching Lbs. per Switching Mile
Sept., 1920	1,357	133	110
Sept., 1921	1,057	101	99
Saving	300	32	11
Per cent Saving	22.11	24.06	10.

MEMPHIS DIVISION

Sept., 1920	1,977	122	155
Sept., 1921	1,712	116	99
Saving	265	6	56
Per cent Saving	13.40	4.92	36.13

LOUISIANA DIVISION

Oct., 1920	1,460	131	110
Oct., 1921	1,138	109	97
Saving	322	22	13
Per cent Saving	22.05	16.77	11.82

MEMPHIS DIVISION

Oct., 1920	2,097	126	145
Oct., 1921	1,955	125	92
Saving	142	1	53
Per cent Saving	6.72	.80	36.55

Now, sir, I am going to let your readers, especially Brother Harley, into the secret of our success in this and other campaigns, as I have just learned we again lead in the "No Accident" Campaign. A number of years ago we were pretty much like all other divisions, neither better nor worse so far as the ordinary man could see. But a few years ago we got for a superintendent a man whom I shall not name, as no one hates flattery worse than he does; suffice it to say that, by his kind and considerate treatment of the employes under

Now, while we must concede in all fairness that the Mikado type of locomotive is a great fuel saver, on September 1, 1921, we had only thirteen engines of this type in freight service, out of a total daily average of 34.3, as the last four Mikado type engines did not reach us until the end of September. As we had also, in addition to the above, ten engines of the saturated type in local freight service, it will be seen that the Mikado type engines did not enter so largely into the result as your correspondent would lead you to believe.

I would also like to point out that a very large part of our saving was effected in passenger service, and as there was no change in passenger power this knocks another prop from under his argument.

The question of double track does not enter into the fuel saving question at all, as the figures are based on the consumption for the same period in the preceding year, the conditions being the same as at the time of the campaign.

him, by his absolute fairness to all from the highest to the lowest, he earned the love and respect of every man on the division and led us to feel we were all members of a large family of which he was the local head. It might well be said of him that, if for any reason he was compelled to refuse a request from any of his men, "He could kick you down stairs with such a sweet grace, you would think he was handing you up."

Although he has gone from us, his successor is ably carrying out his policy, so that now the Louisiana division is one large family; the higher officials represent the heads of the house, the subordinate officials are our big brothers, and the rest of us are the happy-go-lucky family. When we go wrong (as some of us do), if our offense is not too bad, our big brothers talk to us and show us the error of our ways, and we promise to be good and that ends it. However, if we are too bad, it may be necessary to have us up before the old man, who may have to give us a spanking, and we may growl about it a little, while it smarts, but after a while we generally get to see that it was all for our good. When we enter into a campaign it is a matter of family honor for us to put it across, and we generally do it.

So now, Brother Harley, you have the secret, and the next time we put on a campaign, work up the family spirit, and who knows but what you will lick us! Maybe.—A. M. STEWART, *Engineer, Louisiana Division.*

The Inconsistency of Glenn E. Plumb

The following quotation is from "Things to Talk About," our monthly bulletin of information:

In an open letter addressed to President Markham of the Illinois Central System which was published January 21, last, in *Labor,* Glenn E. Plumb, author of the Plumb plan of operating the railroads, declared that the "market value" of the railroads of the United States on January 4 was about $10,640,000,000. This estimate was arrived at by averaging the quotations on the first twenty-five railway stocks and bonds reported in the *Wall Street Journal* of the following date, using the averages thus obtained to estimate the so-called "market value" of all railway securities outstanding in the hands of the public.

Mr. Markham pointed out in a reply to Mr. Plumb that the method he used was misleading because at that time railway securities were at the bottom of a prolonged and disastrous business depression resulting from the convulsions caused by the war. A striking example of how misleading is Mr. Plumb's method is afforded by the developments of the past four months.

Taking the closing New York prices of April 26 on the first twenty-five railway stocks and bonds listed in the *Wall Street Journal* of April 27, we find that the stocks average slightly more than 61 cents on the dollar, instead of 46 cents, and that the bonds average more than 91 cents on the dollar, instead of 77 cents. Carrying out Mr. Plumb's method of calculation, it is found that in less than four months the "market value" of the railroads, which Mr. Plumb brought forward as indicative of their "actual value," has increased $2,409,000,000—or from $10,640,000,000 to $13,049,000,000!

Does Mr. Plumb, or any of his associates, contend that the railroads of the United States have appreciated in value nearly two and a half billion dollars in three months and twenty-two days? His estimate was introduced in an effort to show that the Interstate Commerce Commission had over-estimated the value of the railroads in its 1920 rate case, and that the public was being required to pay rates on a fictitious basis. Does he believe that the railroads, having appreciated in "market value" more than one-fifth in less than four months, should increase their rates in that proportion?

Mr. Plumb's method of computation is so ridiculous that it does not deserve to be treated seriously, except for the fact that many persons not familiar with the facts might be misled thereby.

The public should bear in mind that its protection lies in a favorable market for railway investment securities. The public must have adequate transportation service, and the railroads, in order to give such service, must be constantly enlarging and improving their machinery, which they do with funds obtained by marketing securities.

Improper Superheating Is Cause of Waste

Illinois Division Engineer Contributes a Practical Discussion of Locomotive Fuel Loss

Signing himself "Will Burnwell," in the interest of fuel conservation, one of the experienced locomotive engineers on the Illinois division contributes herewith a practical discussion of fuel loss from an engine not properly superheating.

AMONG the many causes of fuel loss on the modern superheated locomotive, there is probably none more frequently met with than failure in superheating properly. This fault of the superheater locomotive may properly be classed as a "hidden loss," as it is not visible; only by the characteristic symptoms that are nearly always present may the fault be readily detected.

Several causes contribute to the total failure or failure in part to superheat, too many to enumerate here; so we shall deal only with the most commonly occurring cases. The most commonly occurring cases may be classed as follows: Carrying water in boiler too high; coal-heaving fireman; exhaust nozzle tip too large; diaphragm too low.

We shall first go into the direct cause of the fuel loss in an engine that is not superheating properly, and it may then be plainer to the inexperienced why the fault is not apparent even to the engineman who runs the engine regularly.

The Reason for the Superheater

In one of the pamphlets published by the Railway Educational Bureau it is said: "The superheater itself, under normal working conditions, shows a fuel economy of from 20 per cent to 25 per cent compared with the performance of locomotives which do not use superheated steam."

Steam at 170 pounds gauge pressure, passing directly from a boiler to the cylinders of an engine, is at a temperature of 375 degrees Fahrenheit. If this steam is cooled below this temperature, it will immediately be converted back into water, or, to use the common expression, it will be condensed.

Water in the cylinder has no expansive force like steam and therefore is of no use in the cylinders. There is always a certain amount of condensation in the cylinders of an engine using saturated steam, with a consequent loss of efficiency. On the average, this amounts to about 20 per cent, and it may run as high as 50 per cent. The problem of preventing this condensation is a very important one in the saving of fuel.

A superheater engine that is not superheating properly and is delivering saturated steam to the cylinders or steam that is only slightly superheated is doing just as the saturated engines do. The steam is condensing in the cylinders. Though not visible to the eye, the constant waste is going on. Part or all of the 25 per cent that the superheater is supposed to be saving in fuel is not being saved at all, if this condition is not recognized by the engineman and steps taken to correct the fault.

Must Rely on Engineer's Judgment

To prevent the condensation taking place in the cylinders, the steam must be superheated considerably in excess of the normal temperature of saturated steam. At 170 pounds this would be 375 degrees Fahrenheit. Since the engines are not equipped with any device to register the degree of superheat that is being obtained, if any, the engineman must rely on his own resources to obtain this information.

The maximum temperature that the steam may reach when superheated may be as high as 700 degrees Fahrenheit, but on the average it would probably be between 450 and 600 degrees on engines that are in good superheating condition. On engines not superheating properly, it probably would seldom get as high as 475 degrees under favorable conditions. Under unfavorable conditions it is doubtful if any superheating would take place at all.

Water consumption has a direct relation to this condensation that is taking place in the cylinders. If superheating is not taking place, more water as a result will be evaporated in the boiler, all other condi-

tions being equal. Therefore it would seem that the water level in the tank would be the best place to look for information as to good or bad superheating conditions.

Most Defects Easy to Find

Excessive water consumption may be caused by other conditions than superheating, such as blowing cylinder packing or valves, the piston or valve stems blowing, leaky flues, etc., but it must be remembered that these other faults are either visible or can be detected by sound or other well-known tests. The lack of superheating is detected by certain characteristic symptoms in connection with excessive water consumption. These characteristic symptoms have no relation to any of the other causes of excessive water consumption. If there are none of the other faults known to be present but the evidence of improper drafting is apparent by the symptoms and the engine uses excessive water, there need be no doubt of lack of superheating.

Now to get at the causes that contribute to prevent proper superheating. We shall begin with the fault that the writer has found to be the most common one—improper drafting. Strange as it may seem, this is usually charged to poor coal. Nearly as often the fireman is blamed for the results of this faulty condition, and if he does not understand the fundamentals of combustion and proper drafting he will actually consider himself to blame.

Improper drafting would include anything that in any way increased the draft to a point greater than that needed or that in any way decreased the amount of draft to a point that would be less than the required amount. Too-large nozzle, too-low diaphragm, stopped-up flues, too-small ash-pan openings, stack too wide to fill or nozzle out of line with it, air leaks into the front end or steam leaks within the front end—all are contributing causes. The too-low diaphragm, because of its invisible effect on the fire, is probably the cause of more trouble than any other single thing.

How the Draft Is Formed

The draft is created in the fire-box by the exhaust steam from the exhaust nozzle in the front end passing up through a petticoat pipe and then through the stack to the atmosphere. This in turn tends to create a vacuum in the front end, and if the front end is air-tight, as it should be, the vacuum can be filled but from one source, viz., the air in the fire-box coming through the flues to the front end. This in turn tends to create a vacuum in the fire-box. As the air under the grates is at atmospheric pressure, it tries to push its way up through the fire to replace that drawn from the fire-box.

This action of the two different air pressures trying to maintain a balance is what we ordinarily refer to as the draft. The differences in the two air pressures above and below the fire will vary from 1⅓ to 2⅔ ounces of pressure. To obtain this difference in the fire-box it is necessary to obtain a difference of from 8 to 10 ounces lower pressure in the front end.

The degree of vacuum to be obtained in the front end depends upon several factors, viz., the velocity of the steam jet through the stack, the size of the nozzle tip to obtain the desired velocity, an absence of air leaks around the front end tending to destroy the vacuum, an absence of steam leaks of any kind within the front end tending to destroy the vacuum, the complete filling of the stack by the exhaust jet to create the vacuum, a plentiful supply of air under the grates, and the absence of any restricting influence such as a low diaphragm or stopped-up flues to hinder the free exit of the gases from the fire-box.

Concerning the Exhaust Nozzle

The size of the exhaust nozzle may be roughly estimated as one-quarter the diameter of the cylinders, but a hard and fast rule cannot be laid down, due to the varying conditions of speed, tonnage and grade of coal used. It is a matter for experiment by one well informed on combustion and fuel conditions, and each district will usually require its own particular adjustments according to local conditions.

The best rule, in the writer's opinion, is to use a nozzle as large as possible that will give sufficient draft to burn the poorest grade of coal ordinarily used on that district, and there will certainly be no trouble with good coal when it is used. Drafting the engine for good coal means trouble when poor coal is placed upon the tender. The engines can be drafted for poor coal and give very good results with it. As it is a matter of air delivery properly equalized as between the upper and lower flues

and the front end and back end of the fire-box, it will not in the least cause fuel waste when good coal is used, as seems to be the popular impression among enginemen. Just the reverse occurs. This erroneous impression undoubtedly arises from the fact that the fireman who has never been upon a properly drafted engine will invariably raise the pop valve by trying to fire it as he has been used to firing an improperly drafted engine that burns excessive fuel, and he cannot immediately adjust himself to the unusual condition of a perfect steamer.

Perfectly Steaming Engine Is Rare

The term "unusual condition of a perfect steamer" is indeed a truth. A free-steaming engine that is light upon water and coal is indeed a rare thing upon any American railroad. It has been the writer's experience that few enginemen know enough to leave a good steamer alone. It seems to be an obsession with some enginemen to have the nozzle opened up a little if they are running an engine that the fireman can easily bring up to the popping point and inadvertently open the pop valve several times over the road.

An engine in condition to pop easily is in the best condition to economize on fuel that can possibly be found. Making the engine steam hard to keep the pop closed is about the most wasteful method of fuel economy practiced at the present time.

Any interference with the free admission of air to the firebox, such as a closed damper, will immediately result in making the engine steam poorly. If the pop is open it almost instantly closes. This effect while the engine is working steam is known to all who have run engines with dampers that could be operated from the cab. It is caused by changing the condition of complete combustion of the gases in the fire-box into the condition of incomplete combustion. If, before closing the damper, the engine was throwing a little smoke or none at all, it will, with the closed damper, throw a very heavy smoke. This represents waste, not a saving. The valuable gases are now going out to the atmosphere unburned as smoke. After the pop valve is closed, every one is satisfied.

Another Way to the Same Result

Exactly the same thing results with an engine that is steaming well when the nozzle is opened to a point where air starvation takes place. The engine begins to throw smoke and steam hard. The smoke hangs on until the steam begins dropping, and the fireman has to put more coal on the fire in an endeavor to hold up the falling steam.

The waste may run anywhere from 5 per cent to 20 per cent due to this waste of valuable gases that might just as well be utilized. Under no stretch of the imagination can blame for this condition rightly be placed upon either the fireman or the grade of coal furnished, but, sad to say, it usually is placed there, and that ends it for the time being.

The writer, having had about eighteen years' experience running engines in both assigned and pooled service on several divisions and having had about six or eight years' experience as an extra engineman in passenger service, has had unlimited opportunities to observe the many ideas of drafting engines under practically every condition of speed schedule, tonnage and grade of coal under which the Illinois Central lines operate. This included the observation of fuel economy or lack of economy under every condition of high and low diaphragm, large and small nozzle as used in the past and at present.

It has often been the writer's experience to run an engine as an "extra" man that was improperly drafted and burning too much fuel. It has never been the writer's policy to interfere in any way with any regular engineman's engine, but if the opportunity presented itself he would call the regular man's attention to the fault.

Advice That Went to Waste

In not one single case can I recall where any attention was paid to any suggestion that I ever made to an engineman. In many cases I was told I did not know what I was talking about. In calling attention time and again to engines with diaphragm too low, I have been told time and again that "This engine burns the prettiest fire I ever saw in an engine" or "This engine has a standard front end, and I could not get any changes if I wanted to."

Asking the fireman if he considered the engine a good free steamer and light on coal would bring the average reply that "She does pretty well on good coal, but if I get slack I can't do anything with her."

With the glaring symptoms present and the statement from the fireman that "She does pretty well on good coal, but when I get slack I can't do a thing with her," I have all the information I need to convert this engine into a

(Continued on Page 109)

PUBLIC OPINION

What the World Thinks

THE RAILS AND THE PEOPLE

C. W. Shaw, local superintendent of the Illinois Central, made a few pertinent remarks Tuesday at the meeting of the Clinton Rotary Club, in connection with the business methods program of the club, which are deserving of wide publicity.

Mr. Shaw mentioned a number of the things railroads have to combat which the public in general is either unacquainted with or indifferent to. Notable among these was the frequently heard complaint, "The railroads don't give travelers the service they ought to have."

As an example of what causes this remark, and which shows its thoughtless injustice to the roads, Mr. Shaw cited a recent occurrence. During the Easter vacation at the University of Illinois, probably 5,000 students wanted to get home; and they wanted to get there immediately. To accommodate them, the Illinois Central supplied ample haulage facilities in the way of special trains, specially routed. But the station at Champaign, a city of less than 15,000, is not equipped to take care of the wants of an additional 5,000 persons on a moment's notice.

It is impossible, as Mr. Shaw pointed out, to get a force of ticket sellers, even if there were room to accommodate them, large enough to sell tickets at the normal station rate to an abnormally large number of persons. But the ticket buyer almost universally fails to recognize this fact. He wants immediate attention, and is impatient when he does not get it.

Another of the more common examples of lack of sympathy of the people with the carriers is shown in the following incident, related by Mr. Shaw: "There was to be a hard roads meeting at an Illinois city. More than 500 persons from various towns through which this road passed intended to go to the city where the meeting was to be held. No notice was given the railroad of this intended excursion by 500 persons, and, accordingly, the usual train, accommodating about 150, was all that was available for the 500 when the time came. Most of them stood up. And they blamed the railroad for not giving service to its patrons."

Examples of this sort could be multiplied many fold, but these two have been chosen as contemporary and typical manifestations of a lack of thoughtfulness on the part of the traveling public—a thoughtlessness which causes the railroads, always the goat when nothing else can be attacked, to be blamed with what is nothing else than the fault of the ones who are doing the blaming.

The rails have as their slogan "Stop, Look, Listen." The traveling public might well make theirs "Think, Consider, Try to Help."—Clinton (Ill.) *Journal*, April 22.

A LITTLE GIRL'S KISS

The *Prairie Farmer's* editorial comment on a recent episode at Pana that caught the attention of the entire country when it was carried broadcast by the press is as follows:

"A little girl waved her hand excitedly to the engineer of an Illinois Central train at Pana the other day, and he stopped the train and waited three minutes while she climbed aboard and kissed her aunt good-by. Why not? What's a train schedule compared to a little girl's happiness? Too many of us run our lives on schedule, with no time to stop for happiness and children's kisses. I wonder if those kisses aren't worth more, after all, than anything else in the world?"—Clinton (Ill.) *Register*, April 14.

WHERE POLITICS CONTROLLED

As *The Enquirer-Sun* has remarked on more than one occasion before, if there ever was a railroad run with due regard for the rights and interests of the people along its lines, it is the old Central of Georgia under its present management. The Central is and always has been essentially a Georgia institution, and as such has remained very close to the people. Its policy is broad and constructive, and, in every way possible, the road has been helpful to the vast territory in Georgia and Alabama which it serves.

But the Central, like most other railroads,

despite the most rigid economy, has been losing money for the past year or more; a great deal of money—a million dollars a year, or more.

In order to stop some of this terrific loss, the road's management sought to discontinue the running of certain unprofitable and, more or less, useless trains, as follows: Nos. 25 and 26 between Dover and Dublin; 21 and 22 between Macon and Millen; 104 and 105 between Atlanta and Jonesboro; 19 and 20 between Covington and Macon.

In order to discontinue these trains, of course, the Central had to go before the State Railroad Commission and set up its reasons therefor, these reasons being that these trains lacked $300,000 taking in as much money last year as it cost to operate them, or nearly one-third of the Central's total loss for the year.

It was shown that the "Shoo-Fly" train operated between Millen and Macon—a train put on a few years ago as a booster for Macon's retail trade—cost $36,000 more to operate last year than it earned. And for the very simple reason that Macon's trade in that particular territory has dropped off to almost nothing. It is said that this train earned about 49 cents a mile—almost nothing—whereas it cost about three times that amount to operate it.

All this was clearly shown to the Railroad Commission, but that august body promptly turned down the Central's petition to be allowed to discontinue these unprofitable and useless trains. So the road must go right along losing money and performing a service which is not necessary.

And why? We suspect that you know the answer quite as well as we do. Because a certain number of people along the lines over which these trains run—a majority of whom, no doubt, never contribute a dollar to their support—signed a petition opposing their discontinuance. And all of these people have votes. And the railroad commissioners have to be elected by the votes of these people—and not by the votes of the railroad.

When you come to think of it, it's a fine old thing for any business to have to be managed that way—with a lot of politicians having the say-so as to what may and may not be done with it.

And we haven't the slightest idea that any member of the Railroad Commission voting for the continuance of these unprofitable trains, with their continued loss of $25,000 a month to the Central railroad, gave the matter a thought beyond the political effect upon himself of their discontinuance. And we say this, because we know them, both personally and politically.—Columbus (Ga.) *Enquirer-Sun*, April 10.

TRUCKS AND HIGHWAYS

The following is an excerpt from the decision of the Colorado Commerce Commission in the case of an application for a certificate for the operation of an automobile freight and passenger line in that state:

"The record in this case shows the Denver & Rio Grande Western Railroad (the protestant) in 1921 paid in Garfield and Eagle counties (the counties through which applicant was seeking to operate an automobile freight and passenger line) taxes totaling $153,896.94 and that over $38,000 went into the road fund of these counties. Viewing this whole matter from the point of present adequacy of transportation facilities, and in the light of a decent regard for the rights of others, it would seem unequitable and unjust that the vast sums wrung from the railroads, especially in the shape of road taxes, should be used to provide means to encompass their own destruction.

"Looking at all the facts in this case, it would seem manifestly unfair for this commission to grant a certificate to this applicant that he may skim off the cream of the passenger traffic during the summer months and then leave the railroad to battle with the elements during the balance of the year when railway operations are a heavier financial burden and passenger travel is exceedingly light.

"But leave the railroad entirely out of the case and view it only from the standpoint of the farmer and city home owner. They pay a very large proportion of taxes assessed for highway construction and maintenance. Some of them own and operate automobiles and some do not. If they do, the damage to roads from the occasional operation of their light, pneumatic tired cars is practically negligible. They seldom use the roads under weather conditions such that their use is destructive, while at certain seasons the heavily loaded freight and passenger trucks plow back and forth making great furrows in the roads, regardless both of conditions and consequences. Under weather conditions producing softened roadbeds, the passage of a single heavily loaded truck will do greater damage to a highway than would the passage of hundreds of ordinary cars. The farmer and the city home owner pay the bill,

and the 136,336 passenger car owners of the State are grievously wronged.

"Public convenience and necessity, by which must be understood the convenience and necessity of the people at large, as contra-distinguished from the convenience and necessity of a very small number of persons who seek to derive a profit from the farmers' and home owners' investment in roads, never contemplated that the truck driver should destroy that to the cost of construction of which he contributed little or nothing or that one should reap where he has not sown.

"When the taxing laws of this state are so amended that the truck driver operating over state highways shall contribute his due proportion to the cost of construction and maintenance of our highways, then, and not until then, can this commission regard his use, under proper conditions and restrictions, of a great and tremendously expensive public facility as of equal dignity and equal benefit to the people with the moderate use thereof by the ordinary taxpayer."

WOULD WRECK ROADS

The utter bad faith of the proponents of the Plumb plan for government acquisition of the railroads is demonstrated by their attitude on the question of railway income and railway expense.

The leaders of the Plumb plan movement are either railway employes or profess to speak in behalf of men engaged in railway employment. One of their demands is higher wages for the railway employes. If they were asking this in good faith they would also desire that the railroads have financial resources which would enable them to pay the higher wages they demand. But instead of advocating higher incomes for the railway companies they advocate a reduction in freight and passenger rates, which would necessarily mean a smaller income.

When these radical leaders advocate higher expenditures for the railroads on the one hand and a lower income on the other, their ultimate purpose can be only one thing—bankruptcy of the railroads and their taking over by the government.

The country is presented, therefore, with the question whether it prefers private operation of the railroads on a basis of income which will permit the payment of reasonable wages to employes, or government ownership with operation by a committee of employes who will fix their own compensation and turn to the government for federal appropriations to make up deficits that may be incurred. The advocates of the Plumb plan, who speak in behalf of the employes, are thoroughly satisfied on one point—that government ownership with operation by representatives of the employes will mean higher wages and shorter hours, both wages and rules of work being fixed by political managers who will have continually in mind the votes to be cast by the employes at the next election.

The advocates of the Plumb plan for government acquisition of the railroads are consistent in one respect—they advocate similar government acquisition of coal mines, of timber resources, water power, ocean shipping, steel mills, and other large manufacturing enterprises. They advocate for all of these large industries the same scheme of ownership and management that they advocate for the railroads. Practically the only producing industry they would not have taken over and paternally maintained by the government would be the farms. What the farmer's wage or his hours shall be have no concern to the advocates of government ownership. They want free trade in farm products in order that they may buy their food at the lowest possible price. They want agriculture and small merchandising to be practically the only important industries not under government management. How they expect the government to raise enough revenue by taxing the minority to pay the deficits that would be incurred by the government-operated industries it is difficult to imagine.

This, however, is their program when carried to its ultimate results, and it is this program the more conservative element of our citizenship must combat.—Dubuque (Iowa) *Times-Journal*, April 9.

NO CONFLICT

Through loose thinking or careless writing, it has become the custom in news and editorial articles relating to strikes, lockouts and other disputes between employers and employed, for the writers to speak of these disturbances as conflicts between Labor and Capital. Labor is represented as invariably hostile to Capital, while the capitalist is supposed to be eager to take advantage of Labor's necessities to obtain larger profits through lower wages or longer working hours. That the prevalent labor troubles are due to an inevitable clashing of interests between two great opposed forces ap-

pears to be the accepted explanation of what is often termed industrial warfare. This view is strongly maintained by various schools of radicals, liberals and progressives, who claim that Capital is necessarily antagonistic to the demands of Labor for better conditions, and that harmony cannot be established until society is reconstructed along the lines of some particular scheme for social and economic regeneration.

George Eliot, writing of a Bishop's confused opinions, said: "It is the mixing of unrelated things that is the Great Bad." In discussing labor problems and their suggested solutions, it is the misunderstanding of fundamental facts that is the "Great Bad." Much of the confusion over the alleged "rights" of Capital and Labor would be avoided by agreement on a definition of terms. Thus if the word "Capital" is used in its correct economic sense it will be readily seen that to talk of Capital warring on Labor is an absurdity. Capital is nothing more nor less than wealth—useful labor products, devoted to the production of more wealth. It may be food that is used to maintain workers, or machinery that aids labor to produce more goods by making man power far more effective. In any case it is an inert thing, having utility value only through its employment by labor, directed by ability. It does not, and cannot, have any rights or interests. Its owners have unquestionable rights to its use or enjoyment, but capital of itself is not a party to any dispute between its owners and the workers employed to utilize it. Whatever the owners of Capital or managing directors of the industry in which it is engaged may do, it should be clear that their action cannot properly be ascribed to Capital.

Capital cannot oppress Labor. It is simply stored-up labor, that, wisely used, gives Labor greater returns and adds to the comfort and happiness of mankind. The men who own it, or who borrow it for use in productive industry, naturally desire to secure as large a return for it as conditions will allow. They may often be mistaken in their judgment as to their own best interests; as for instance when they favor wage reductions to a point that lowers the standard of living, and by cutting down consumption decrease the demand for goods. The questions arising out of these mistakes are matters to be settled by arbitration or such other methods as will adjust the disputed points on a basis approximating as nearly to justice as fallible humanity can establish it. Their solution will not be furthered by keeping up the popular misunderstanding as to the real nature and functions of Capital.—*Christian Science Monitor* (Boston) April 7.

A POINT CLEARED UP

The following colloquy between the Chairman of the Senate Committee on Interstate Commerce, Senator Cummins of Iowa, and other senators and witnesses, covering "a point not sufficiently understood by the people," is taken from the stenographic reports of the proceedings of the committee in its hearings on the railway situation.

THE CHAIRMAN (Senator Cummins). I feel like making a comment at this point, and I would like Senator Kellogg to hear it—to clear up the situation a little.

I think the most serious complaint that can be made of the Railroad Administration lies in the fact that *it did not return the railroads to their owners self-sustaining; it ought to have established rates before the railroads were returned that would make the railroads reasonably self-sustaining.*

The failure to do that not only imposed upon the railroads a most unpopular duty, but it imposed upon Congress the requirement to make the guaranty running from the first of March, 1920, to the first of September, 1920.

If the Railroad Administration, in anticipation of the increase in wages which it knew would come about, and in consideration of the existing fact that the rates were not even then maintaining the properties—if it had increased the rates as it should have done, the railroads at least would not have inherited that very disagreeable performance; and the guaranty that the Government has to bear now for six months would not have drawn upon the Treasury as it has drawn, and as it must continue to draw.

I feel that there is a very just complaint against the Railroad Administration in that regard, far beyond any other controversy that it may have with the railroads.

It was just as much the duty of the Government to return these roads with rates that would sustain them in their operation as it was its duty to return them in as good condition physically as it took them.

And that is a matter that has not been sufficiently understood by the people of the country. And I think when it is fully understood, that very much of the criticism that has fallen upon the railroads since that time will disappear. I have had that in my mind so long

that I felt bound to give it expression at this time.

MR. KRUTTSCHNITT (of the Southern Pacific). I am very glad you did, because your concluding words are absolutely as true as gospel; that the great trouble with the public is that they hold the railroads responsible for these things, whereas they should have been corrected before they were returned.

SENATOR POMERENE. I had the same thing in mind when I called attention to the fact that they increased the expenses and made no attempt to increase the revenues, during the first five months of 1918.

MR. KRUTTSCHNITT. The roads had made repeated requests on Director General Hines in the last half of 1919 to increase the rates, and he kept saying, "Wait, wait, things will probably improve; prices may fall and you will be better off," and it was finally delayed until it was not done at all.

MR. THOM (counsel of the Association of Railway Executives). I have never felt, Mr. Chairman, that you could say that a property was returned in as good condition as it was received when the whole equilibrium of its earning capacity was entirely destroyed, and the relation between its expenses and revenues was disrupted to the extent that you have mentioned.

SENATOR POMERENE. I simply want to make this observation in connection with what has been said here, but directed toward another matter. It was the very distinct understanding of the Congress, as well as the President, that when it would come to the matter of rate-making and classification of traffic, and so forth, the Interstate Commerce Commission would continue to function as it had prior to Government operation; but the Director General's office saw fit to have its own rate-making body, and I guess, from what I have heard, whatever they did was OK'ed by the Interstate Commerce Commission without taking any responsibility itself.

THE CHAIRMAN. With regard to the authority of the Interstate Commerce Commission. *If the roads had gone back with the proper rates established, all this trouble would have been avoided.*

SURGEONS IN CONVENTION

The Joint Association of Surgeons of the Illinois Central and Yazoo & Mississippi Valley Railroad Companies held its thirteenth annual meeting in New Orleans, May 5 and 6. More than two hundred surgeons attended the meeting. The second day's meeting was featured by a clinic at Charity Hospital, conducted by Doctors F. W. Parham, J. A. Danna, M. J. Gelpi and H. W. E. Walther. The business sessions of the association included discussions of the rapid strides in surgery in recent years.

Our Monthly Roll of Honor

Below is a list of employes retired at the meeting of the Board of Pensions April 28:

Name	Occupation	Years of Service	Date of Retirement
Robert A. Oxley	Engineman, Illinois Division	37	1/31/22
Gus Luckett	Engineman, Louisiana Division	28	1/31/22
Washington F. Hardgrove	Switchman, Kankakee, Ill.	22	4/30/22
Hughey Scanlon	Engineman, Chicago Terminal	40	4/30/22
James McClarey	Switchman, Kankakee, Ill.	28	4/30/22
John Halburg	Section Laborer, Cloverdale, Ill.	26	4/30/22
Joseph Fulton	Section Foreman, Centralia, Ill.	35	4/30/22

The following deaths of pensioners were reported at the same meeting:

Name	Last Employment	Date of Death	Term as Pensioner
Michael Carney	Laborer, Minnesota Division	3/18/22	17 years
Joseph Dangelmayer	Crossing Watchman, Minnesota Division	3/23/22	13 years
John W. Bobbit	Engineman, Tennessee Division	4/ 4/22	2 years
Martin Irvin	Crossing Flagman, Tennessee Division	4/ 2/22	7 years
Samuel Hudson (colored)	Sand Dryer, Tennessee Division	3/ 7/22	4 years
John H. Wilson	Mill Man, Mississippi Division	4/ 6/22	10 years
John B. Cornelius	Conductor, Minnesota Division	4/ 1/22	9 months
August Kreibel	Carpenter, St. Louis Division	4/22/22	6 months

The Telephone

I AM a telephone. When I am not broke, I am in the hands of a receiver. I have a mouthpiece; but, unlike women, I never use it. Fellows use me to make dates with girls, and girls use me to break said dates. Husbands call up their wives over me, and wives call their husbands down over me. I never go anywhere, but sometimes the company comes and takes me out; it all depends on whether you pay your bill or not. I am not a bee, but I often buzz in your ear. I am the bell of the town; and, while I do not wear jewelry, I often get rings. Whether I do things or not, a lot of people nail me to the wall; and I like music, but the only music I get is chin music. I get all the popular airs, and the most popular one is hot air.—SELECTED.

Days Gone Forever

We used to be scared to death when a man reached for his hip-pocket—now we are tickled to death.—C. D. C.

She Knew

June Bride—"I would like to buy an easy chair for my husband."

Salesman—"Morris?"

June Bride—"No, Clarence."

Fair Enough

Out in Wyoming a train ran over the cow of a farmer named Ole Oleson. The claim adjuster went out to the home of Ole to adjust the claim likely to be made by Ole for the loss of his cow.

"Well, Mr. Oleson," said the claim adjuster, "I came out to see you about your cow being killed on our track. What are you expecting to do about it?"

"Vell," said Ole stolidly, "I ban a poor man, an' I cannot do much because I ban so poor, but vill try to pay you five dollars."—*Judge.*

The Point of View

Points of view vary.

A man and his wife were watching a cockroach on the floor of a railway carriage. "I never see one of those things," said the man, "but I wonder where it has come from."

"And I never see one," said his wife, "but I wonder where it is going."—*London & Northwestern Railway Gazette (England).*

Must Have Been in the Army

Incident in the telegraph department, as relayed by A. A. F.:

Telegram (as filed by sender): "To Jack Johnson, Johnsonville—Camp car on 96 tomorrow. John Henry."

Telegram (as received by ham operator): "To Jack Johnson, Johnsonville—Call P C Carr on K P tomorrow. John Henry."

Encouragement

Chemistry Professor—If this experiment is not successful, it will blow us and the entire laboratory sky high. So come closer now, boys, that you may follow me.

Knew a Switchwoman

Little Sammy, who had had an application of the rod at school, climbed upon his daddy's knee (daddy was a switchman) after supper and inquired if they needed any switchwomen.

"No, son—why do you ask?"

"Well, I was just thinking if they did, I had one in mind I could recommend highly."

Two met on the bridge at midnight,
Never to meet again—
One was a southbound yaller mule,
The other a northbound train.

—A. A. F.

The Pullman Porters' Quartet

The following excerpts are from an editorial in the Sioux City (Iowa) Tribune of April 26:

"The Pullman Company in ordering its negro porters to take up singing lessons means to be kind to the traveling public. . . . .

"Possibilities of the use of the quartet in making traveling a joy forever cannot be overstated. When the conductor gets ready to 'high ball' his engineer and bawl out, 'All aboard, git out of this burg,' in the familiar rough and ready manner that takes all the romance out of leaving somewhere for somewhere else, he now can turn about and signal

the quartet. Whereupon, in mellow strains the first tenor shall warble:

All aboard.

"And the second tenor joins in:

All aboard.

"With baritone next:

ALL ABOARD.

"Now all together, with the bass hanging to the notes:

ALL ABOARD!

"This might, indeed, make parting a joy, in place of a regret.

"But once inside the Pullman and the pleasure a quartet may afford in whiling away the dreary hours hardly can be overestimated. While pulling down and making up the berths the quartet can soothe to drowsiness by chanting softly, 'Just a Song at Twilight.' While to mothers, trying to travel with babies, the quartet will indeed be a blessing. All the squalling future citizens may be lulled to sleep at one time if the quartet will put its heads together and sing softly, 'Rock-a-bye Baby in the Tree Top.'

"Or when the wrathful gentleman in Upper 10 buzzes the bell along about 2 o'clock in the morning and fretfully wants to know if 'this car is mounted on rockers,' the singers may look at him reproachfully while the bass rumbles 'Rocked in the Cradle of the Deep.'

"The more one thinks of the utility of this innovation, the more enthusiastic one becomes. Stalled, with a livestock train on the siding nearby, the quartet should break gently into the strains of 'Blow Gently Sweet Afton'; and in place of the morning jab in the back, one may be coaxed back to consciousness with 'It's Nice to Get Up in the Morning, But It's Nicer to Lie in Bed.'

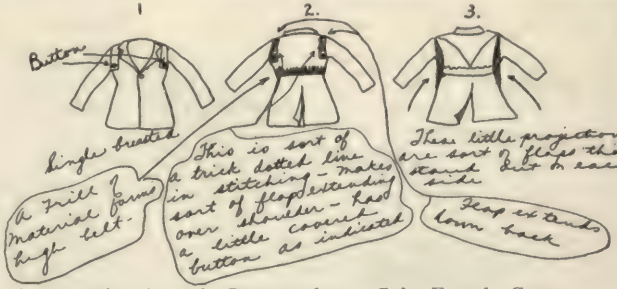
"But there's a seed in every prune, a thorn to every rose, as travelers will discover when they make ready to depart. In place of the customary one upturned palm there will be four.

"Then it will be the passengers' turn to whistle."

The Cake-Eater Again

In the May issue of this magazine, C. M. Said invited the Illinois Central System girls to give their views on the Cake-Eater, the modern derivative of the Cave-Man. Considerable close study of the subject was shown in the replies. The honors go to Miss Julia Gaven, Memphis division correspondent for the magazine. Miss Gaven ventured even so far as to make a pattern for the Cake-Eater's coat, which is presented herewith, although naturally it won't be of use to any Illinois Central employe. Outside of the winning division, the 63d Street Office Building at Chicago and the New Orleans Terminal deserve credit for their definitions, according to Mr. Said. Miss Gaven's definition follows:

"Trip to the barber shop—preparation for Wednesday night date—shave, massage, manicure, hair shampooed, oiled and combed until each hair is in its certain place with a very perfect part in the middle (the alley)—shoes shined until each one reflects just the proper degree of light—suggestion of sweet-scented talcum (not Mennen's Talc for Men, either). Pongee hankerchief top pocket—striped socks—mustache—(misplaced eyebrow, as the saying goes)—derby or fedora sky piece—cigaret holder ½-foot long for receiving borrowed coffin nail. Moonlight garden—garden seat—jelly bean (Cakie) and girl. Usual line. . . . . 'Darling I love you; you are the only girl I have ever loved—I cannot live without you, etc., etc.' Inexperienced girl swallows it whole and makes grand hit with Cakie. Flapper gives line of her own in return—very pleasing to Cakie if she knows how to put it over so he will fall for it. In garden scenes, actions speak louder than words. Jelly bean on corner, windy day, watching not a Flapper but a real Vamp—'clingy' dress, etc., etc. Jelly bean just knocked cold with admiration—Jelly bean regular killer in own estimation—Vamp accidental-



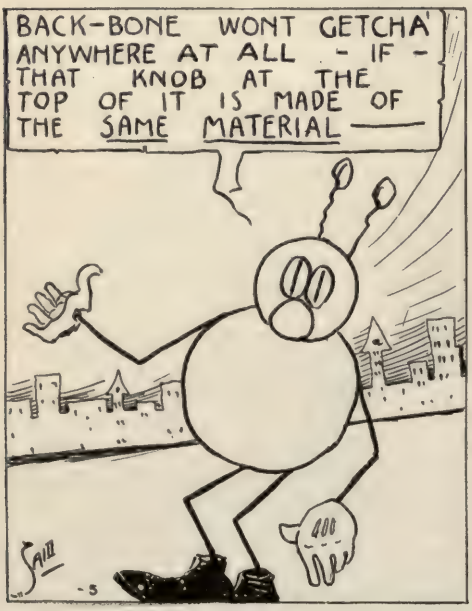
Miss Gaven's Pattern for a Cake-Eater's Coat

ly looks his way, and he is convinced that she has fallen for him. I kinda' think a Cake-Eater is because a Flapper—or the other way round—a Flapper is because a Cake-Eater."

Our Garage

A boiler and a kettle lid,
Some plates that Maggie broke and hid,
A chopping block, a knuckle bone,
A phonograph that doesn't phone,
Some lingerie that lingered long,
A mattress with the mat all gone,
A bustle out of grandma's trunk,
A rat trap and some other junk,
A demijohn of faint boquet
(Sweet hundred proof of yesterday),
The sticks and tail of Johnny's kite,
A table lamp I dropped one night,
Tomato cans of "Auld Lang Syne,"
A hundred feet of washing line,
One pair of pants (demobilized),
One garden hose (derubberized),
Gas fittings from a former age,
One rocker, one canary cage,
A niblick and a baseball bat,
A bedstead and a broken slat,
The box in which the rabbit died,
The bike that mother used to ride,
Of many things a sundry crop—
All but the car—THAT'S IN THE SHOP.

INKID SAYS—



Reminiscences

Engineer Robert A. Oxley of the Illinois division, who was pensioned January 1 after fifty years of service, has prepared the following article for the Illinois Central Magazine:

I was born in Centralia, Ill., October 2, 1856, in a house erected by the Illinois Central and purchased from the company by my father, R. D. Oxley. (So you see I entered the service at birth.) My actual service began October 10, 1871, when I was employed as a boiler-maker helper (heating rivets, toddling tools, etc.). Very soon after this I was assigned as a helper to the inspector of stacks, front ends and ash pans. W. A. Mathis was the inspector.

Robert A. Oxley

A short time after this Mr. Mathis was transferred to the transportation department as a fireman, and I succeeded him as inspector To say that I was puffed up at this would hardly express it. Later I was transferred to the machinery department as a machinist apprentice, serving four years as that—you see I have done time. I served as machinist until April, 1878, when, owing to a reduction of the shop force, I was transferred to the transportation department as a fireman. As such, I served until December 11, 1881. At that date I was promoted to locomotive engineman, and I served as such (with the exception of one and one-half years) until December 31, 1921.

Marvelous changes have taken place during this time. The locomotives and cars, both passenger and freight, have grown larger; automatic coupling devices, air brakes, electric headlights for engines, electric car lighting, steam heat for passenger trains, concrete bridges and other structures, the automatic block signals—all have come in in my time. In 1873, I assisted in equipping engine No. 87 with air brakes applied to the driver and tender. This was about the first, if not the first, engine equipped with driver brakes.

We Save Money When We Save Water

Stopping the Leaks Has Resulted in Conservation of Half a Million Dollars in Seven Years

By C. R. KNOWLES,
Superintendent, Water Service

THE following tabulation shows the saving accomplished through our campaign against water waste during the past seven years at fourteen of our largest city water stations, representing approximately 70 per cent of the total city water purchased:

	Gallons	Cost
1915	467,042,350	$ 27,910.53
1916	612,913,240	35,796.34
1917	360,565,900	20,746.72
1918	299,453,410	17,589.98
1919	364,206,930	22,272.10
1920	152,082,970	10,170.50
1921	419,047,885	35,846.34
	2,675,312,685	$170,332.51

Only three of the fourteen stations show an increased consumption of city water over 1914, although the gross tonnage during this period increased 24 per cent, while the total amount of water saved during the period above mentioned was nearly 3,000,000,000 gallons, representing a net saving on the face of the water bills of $170,332.51.

Saving Despite Increased Tonnage

The average annual tonnage increase during the 7-year period 1915 to 1921 inclusive, as compared with that of 1914, was 6,026,456,714 tons. The actual increased demand for water equals an increase of at least one-half of the percentage of the increased tonnage. Therefore, a conservative estimate of the legitimate increased demand for water during this period is 2,171,696,688 gallons, representing a cost of approximately $126,826.28, this making the total actual saving in cost of city water during the seven years $297,158.79. It is almost impossible to reduce to figures the economies effected in saving of water pumped by our own facilities, although substantial savings were made at all stations. While the cost of production of our own water is in most cases less than the cost of city water, the saving during the 7-year period at all water stations would easily bring the total figure in excess of $500,000. It should be remembered that this saving of more than half a million dollars in seven years has been accomplished without any expenditure

whatever and without restricting the legitimate use of water in any manner.

One of the best examples of what we have accomplished through prevention of water waste is at Centralia, Ill., where from 1915 to 1921, inclusive, the expense of city water on the face of the bills rendered has been reduced $33,320.94 as compared with 1914. As during the same period the business at Centralia increased at least 100 per cent, the saving was due entirely to reasonable economy in the use of water.

Stopping One Building's Waste

The monthly water bills at the 63rd Street General Office Building, Chicago, offer another good example of what may be accomplished through prevention of waste. A tabulation showing the cost of water at the 63rd Street offices for 1919, 1920 and 1921 follows:

	1919	1920	1921
January	$ 262.50	$ 116.72	$ 121.88
February	113.91	147.19	167.81
March	111.56	132.19	169.69
April	185.16	148.13	188.91
May	189.84	190.78	191.72
June	196.41	201.09	221.72
July	275.16	159.38	209.53
August	270.47	223.12	210.47
September	339.84	155.16	213.75
October	419.38	163.13	163.59
November	286.41	182.82	126.09
December	330.94	145.31	140.62
	$2,981.58	$1,965.02	$2,125.78

It will be noted that in October, 1919, the consumption of water had increased to such an

ILLINOIS CENTRAL RAILROAD CO.

WHAT SMALL LEAKS MEAN

UNDER THE AVERAGE WATER PRESSURE

SIZE OF HOLE		
•	A LEAK THIS SIZE WILL WASTE	62,000 GALLONS A YEAR.
●	A LEAK THIS SIZE WILL WASTE	354,000 GALLONS A YEAR.
●	A LEAK THIS SIZE WILL WASTE	1,314,000 GALLONS A YEAR.

MORAL: PREVENT LEAKAGE AND SAVE MONEY.

OFFICE OF SUPT. WATER SERVICE, CHICAGO.

extent that the monthly bill was $420, yet after a careful survey and corrective measures the monthly bill had been reduced to $116.72 in January, 1920. Since October, 1919, the monthly bill has averaged $170 a month, a reduction of 60 per cent.

Where Losses Were Found

The conditions causing this heavy purchase of water at 63rd Street were due to waste through almost every water facility in the building. For example, the controlling valves on the boiler feed water heater were not operating properly, allowing unlimited quantities of water to pass through the heater to the bilge tanks, where it was being pumped by an electric bilge pump to the sewer, this waste causing three distinct losses:

1. The cost of city water;
2. The loss of the coal required to heat the water, which was estimated to be 5 tons a day;
3. A loss of electric current required to pump the water from the basement level to the city sewer, the bilge pump operating at intervals of 50 seconds at the time the investigation was made.

The urinal tanks, eighteen in number, were found to be flushing at intervals of from 50 seconds to 1 minute and 10 seconds. These tanks are of the 3-gallon flush type, and probably 2,000,000 gallons of water monthly were wasted in this manner. The controlling valves to the house tanks were in bad order, and the overflow from these tanks to the sewer was continuous. In addition to these large wastes there were minor wastes of hot and cold water in the restaurant and other places throughout the building.

There are innumerable ways in which water may be wasted through the thousands of connections and fixtures in use on a railway system such as the Illinois Central, and it is within the power of every employe to effect a saving through the proper use of those fixtures and economy in the use of water.

The fact that we have made a saving of more than $70,000 a year for the past seven years should be sufficient proof of the possibilities in saving water and an incentive to effect greater economies in its use.

First and second place winners in the Miami Derby. Left, Buck Saw; right, Timothy.

Sports Over the System

Our Bowlers Win High Honors

By WALTER DuBOIS,
Voucher Clerk, Chicago

ILLINOIS CENTRAL bowlers led the way in the first annual American Railway Bowling Association tournament, April 29 to May 10 in Chicago, when the Panama Limited 5-man team from 63rd Street landed in first place with 2,885 pins. The Seminole Limited, also from 63rd Street, captured fourth place. Silverberg and Leonard were tied with Does and Heimsath for fifth place in the doubles with 1,156 pins to their credit. Du Bois, high man for the Illinois Central in the singles with 595 pins, finished in twentieth place in the tournament. Tersip was No. 33 with 585 pins.

A total of 129 5-man teams, 310 2-man teams and 597 individuals took part in the tournament. The Illinois Central was represented by thirteen teams, two of which were from out of Chicago. Only two railroads, the C. B. & Q. with 22 and the C. & N. W. with 15, had more teams than we did. Thirty-three railroads from all over the country and the American Express Company were represented. Our team from Kankakee, Ill., did some good

THE PRIDE OF OUR FANS AT CHAMPAIGN

Front row, left to right: John Steffin, Jr.; Charles J. Owens: J. W. McQuay; J. Hart; L. High; C. E. Buckley; Louis Schaede; George Steffin; John High. Second row, left to right: Charles W. Pearce (team representative); Charles H. Watson; Charles W. Thompson (team manager); George Martin; D. O. Howard; Herbert Earl; W. H. Donley (sponsor).

The picture above shows the Illinois Central shopmen's baseball team at Champaign, Ill., which during 1921 won the championship of the Illinois division, for which Clinton, Kankakee and four Illinois Central teams of Chicago were contending. The Champaign players were not defeated by any other Illinois Central team during the entire season, and they tied the winning team in the Champaign Commercial League for the pennant, but were defeated when playing off the tie. The team has been strengthened considerably by several new players and promises to make even a better record this year than last. Under the management of C. W. Thompson, who has made baseball a study as well as a pastime, this team has developed beyond the highest expectations of its followers, who include every Illinois Central employe in the vicinity of Champaign, from Superintendent J. W. Hevron down. The unusual success of this team is attributed principally to the loyal, whole-hearted support given it by the Illinois Central employes. The uniforms and sweaters seen in this picture, which cost $400, were presented to the team at the opening of the 1922 season by the Champaign employes.

work and finished in sixteenth place, well within the money. West did the best work for that team with 583 pins. The traffic department team from St. Louis, the other visiting team, finished in fifty-ninth place.

Illinois Central bowlers in Chicago were disappointed when teams failed to show up from Dubuque, Waterloo and Fort Dodge. The bowling tournament will be an annual event. Much credit for its success is given to E. W. Hampton of the C. B. & Q., secretary of the association.

Here is what our Panama Limited team did:

	1st	2nd	3rd	Total
Calloway	200	221	168	589
Breidenstein	205	203	197	605
Olson	214	182	160	556
Miller	184	255	192	631
Tersip	186	167	151	504
Totals	989	1028	868	2885

Miller's 631 pins were good for high series among the Illinois Central bowlers. Mr. Breidenstein, our freight claim agent, had his hook ball working to perfection. Smith of the Seminole Limited rolled the high individual game when he upset 256 pins in his last game with that team.

Below you will find the unofficial standing of the teams and individuals, the figures shown at the left being their rank in the tournament:

Rank	Team	1st	2nd	3rd	Total
1	Panama Limited	989	1028	868	2885
4	Seminole Limited	917	914	901	2732
16	K. K. K. No. 1, Kankakee, Ill.	910	902	837	2649
28	Auditor of Passenger Receipts	833	868	872	2573
29	Land and Tax Department	917	829	823	2569
44	Diamond Special	836	887	744	2467
59	Traffic Department, St. Louis	783	841	794	2418
67	Charlie Jacks	774	820	787	2381
75	Auditor of Disbursements	756	826	774	2356
78	Auditor of Miscellaneous Accounts	781	837	731	2349
89	Hawkeye Limited	835	684	787	2306
97	Daylight Special	721	748	795	2264
110	Local Freight, Chicago	731	761	710	2202

DOUBLES

Rank		Total
5	Silverberg-Leonard	1156
5	Does-Heimsath	1156
12	Tersip-Calloway	1134
30	Fladin-Hulsberg	1098
36	Collier-Du Bois	1094
45	Ravens-McCarthy	1074
45	Grace-Larson	1074
58	Goodell-Meriman	1061
69	L. Rolff-Theim	1056
73	Deany-Enright	1053
89	A. Rolff-Bernbach	1042
107	Stowell-Pierce	1024

SINGLES

Rank		Total
20	Du Bois	595
33	Tersip	585
37	Riley	583
40	Enright	582
52	Does	577
67	Ravens	570
77	Olson	564
86	Chalup	560
91	Smith	558
94	Theim	557
98	Hattenberg	555
107	Rittmueller	551

Of the 5-man teams listed in the table above, the first six finished in the money, as did all of the doubles teams and individuals listed above.

Plans are under way for a 16-team league for next year among the offices at 12th Street, Chicago, to take the place of the 12-team league we had this past year. The league will also move. Arrangements have been made to roll on the sixteen new alleys to be erected at 63rd Street and Cottage Grove Avenue.

Employes Organize Golf Club

Setting a precedent that would make it worth while for other divisions to follow, the Chicago general offices have organized what is known as the Illinois Central Golf Club, perhaps the only one of its kind on the system composed entirely of Illinois Central men. The club boasts of fifty-two active members, all men. Games are played at Jackson and Marquette parks.

Dues are collected each month, and cash

prizes are awarded at intervals for the best scores. The beginner has an equal chance to take the money as the old-timer, since his handicap is figured from the last four games played. With each score turned in, the records of the players are changed accordingly. This makes plenty of work for the secretary, who is F. I. Lucius of the vice-president and general manager's office. C. C. Haire, engineer auditor, is president.

C. C. Haire

An interesting feature of the organization is the friendly spirit each member carries, and this helps to make the association a success. Games are played ordinarily on Saturdays and Sundays, but not a few of the players are out week days and can easily make the eighteen-hole course before time to catch the express for work.

The Chicago offices are noted over the system for their promotion of the various sports, but the organizing of a golf club is thought to be first time such a step was ever undertaken. It promotes clean and healthful sport. Toward the end of the season the club will hold its tournaments.

The following is the list of members: F. M. Freeborn, J. S. Collar, A. B. Weston, C. C. Haire, F. A. Stone, C. A. Church, A. H. Coates, E. A. Courtney, B. M. Hamilton, J. R. Anderson, A. L. Church, J. M. Dorsey, C. L. Combs, V. J. Hight, J. E. Welsh, W. P. Enright, F. I. Lucius, George Turner, E. P. Beuchler, H. D. Walker, W. D. Peeso, George Bramfeld, S. B. Christopher, A. B. Johnson, N. A. Howell, M. B. Davis, E. J. Carr, E. F. Barnes, Jr., J. R. Lessel, A. E. Lawler, A. F. Cox, E. P. Baker, W. S. Camp, E. K. Collier, J. B. Hamilton, A. A. Hurlbut, Charles King, Jr., F. T. Pulley, C. M. Said, E. Skoog, W. Stone, G. M. Crowson, C. E. Kane, H. F. Dischinger, L. L. Purvis, B. T. Bristow, L. S. Marriott, C. E. Butler, Jr., R. W. Leonard, A. G. Moody, F. M. Branner.

F. I. Lucius

A New Team at Louisville

The Kentucky division reports that the recently organized Illinois Central baseball team, composed of employes working in and out of Louisville, has met and defeated some of the fastest organizations in that vicinity, among them the Davidson Athletics, 8-2, St. Matthews, Ky., 7-5, and the Calumet-Glenwoods, 4-0. The roster of the team is as follows: S. W. Overstreet, catcher, signalman; W. T. Allen, catcher, clerk; C. L. Monaghan, pitcher, baggageman; R. A. Crawford, pitcher, fireman; C. H. Wilson, pitcher, fireman; J. J. Finn, infielder, engine foreman (captain); H. G. Devinney, infielder, clerk; Ben Bossmeyer, infielder, switch tender; J. B. Murphy, infielder, engine foreman; J. A. Sauer, infielder, signal testman; W. H. Murphy, outfielder, yard clerk; C. J. Crawford, outfielder, telegrapher; B. R. Cunningham, outfielder, accountant; Ed Rittner, outfielder, baggageman; R. D. Miller, manager, chief accountant. This organization is playing independently and would like to arrange games with any first-class amateur or semi-pro team.

Auditor of Freight Receipts

"McCarthy's 1922 Ball Team," composed entirely of A. F. R. employes, has finished its spring training and is prepared to play any Illinois Central team in Chicago. Call or address E. A. McCarthy, Ninth Floor, 63rd Street Office Building. Probably the most spectacular game in Chicago this season was staged in Jackson Park on Thursday, May 11. The closeness of the score makes it hard to say which team was superior. There were many good plays on both sides. McCarthy's team tackled the 1921 champions of the Illinois Central and was beaten 2 to 1.

Looking Backward With Our Veterans

Four of the Five Oldest Employes of the Springfield Division Are Section Foremen

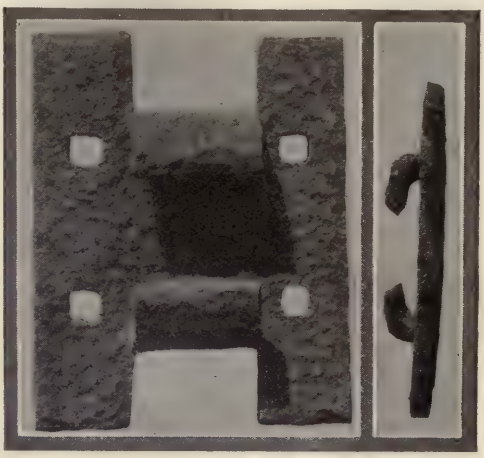
FIVE employes on the Springfield division have worked continuously for a total of 226 years, or an average of forty-five years and a little more than two months apiece.

George F. Shimp, section foreman at Patoka, claims to have laid more steel in one day than any other man on the Illinois Central System. He has been in the service fifty years. James Grady, engineer at Rantoul, has not missed a pay check in forty-six years. Thomas Hughes, section foreman at Champaign, has not lost a day on account of injury during his forty-four years of service. John Purtill, section foreman at Rantoul, has been contented with his work for forty-three years. John Moore, section foreman at Havana, has served forty-three years on that one section.

Claims Record in Laying Steel

George F. Shimp, section foreman at Patoka, claims the record of laying more steel in a day than any other man on the Illinois Central System. Between Patoka and Fairman on December 4, 1907 (and he has records verifying the fact), his gang of sixty men laid one mile of 85-pound rails, bolted and spiked them, tamped the ballast, saw that there were twenty ties to the 33-foot rail and kept the traffic moving. The longest he had to hold a train that day was fifteen minutes, he says.

Mr. Shimp entered the service of the company as a section laborer at Vandalia on April 15, 1872. Among his trophies is an old iron chair that was used at the joint of the iron rails in the early days of his railway work. These chairs were spiked to the ties with four spikes, he says, and the ends of the rails were slipped in, but the rails were not bolted together. The rails were spiked to the ties. The chair iron rails of this pattern were shipped to this country from England, Mr. Shimp says. They were received at New Orleans, shipped up the Mississippi River on flatboats to Cairo and unloaded. They were a source of constant trouble to the sections, he says. It was a usual thing to find four or five broken rails in a 3-mile stretch. The breaks were usually at the joints. And noise? My, how the wheels did clatter and bang over the joints of the rails! Whistles were hardly necessary as a crossing warning then, Mr. Shimp says.



Two Views of Iron Chair for Rails

And in those days he did not have to worry about either walking or pumping a handcar to the point on his section he wished to visit, he says. The trains ran so slowly that he could board one at the station with the confidence that he would be able to step off safely at the desired place.

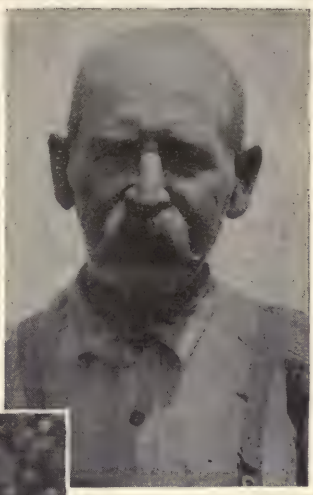
Made Section Foreman in 1877

Mr. Shimp had been a laborer on the section at Vandalia five years and two months when he was placed in charge of the section at Patoka, June 15, 1877. He remained as foreman of that section until 1900, and was then made supervisor of the Freeport-Dodgeville and Freeport-Madison lines.

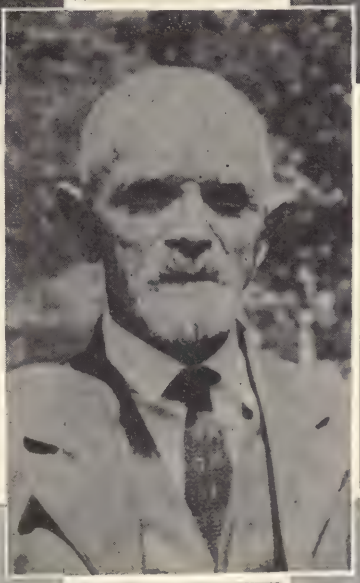
He resigned this position after three years, and was appointed temporary supervisor on the line between La Salle and Freeport. After he had been in that position three months, he worked eight months on placing new ballast on the right-of-way between Freeport and Rockford. Then he was sent to Clinton, where he remained two years constructing track in the east yards.

When new and heavier steel rails were put on the line between East St. Louis and Carbondale, Mr. Shimp was transferred to that sec-

John Moore



Geo. F. Shimp



Thos. Hughes, Sr.

James Grady

John Purtill

tion. Grades were cut down, and the entire line was practically rebuilt within four years.

Mr. Shimp was sent out on extra work to various parts of the northern lines after that. He laid switches between Patoka and Clinton, placed new rails between Alhambra and Mount Olive, raised the bridge seven feet near Vandalia, put in new ballast at Moweaqua and then returned to his section at Patoka.

About eight years ago, Mr. Shimp invented a frogless switch. He patented the idea, and is soon to have a law suit with a Kansas City firm for making the very switch he invented, he says. The frog is eliminated from the new switch by a section of rail working on a pivot when the switch is thrown.

Started Railroading at Age of 15

James Grady, engineer on the Rantoul district of the Springfield division, entered the service of the Illinois Central as a section labor at Pesotum, Ill., October 1, 1876, and he has not missed a pay check since. His record extends over a period of forty-six years, and he looks to be good for at least ten more years of capable service.

Mr. Grady was only 15 years old when he started railroading. He was born July 31, 1861, at Martinsburg, W. Va.

He labored at Pesotum for three years, and in the winter of 1879 he helped lay track near Chatsworth, Bloomington, Kempton Junction and Pontiac. The latter work was completed April 1, 1880, when he returned to the section at Pesotum and remained two years.

A temporary section foreman was needed at Paxton on April 1, 1882, and Mr. Grady was sent there to take charge of the gang for eight months. On December 1 of the same year he was made the foreman of the section at Rantoul.

The Illinois Central bought the Havana, Rantoul & Eastern Railroad, a narrow gauge line, on January 1, 1887. Mr. Grady was made a fireman on that line January 31 of the same year. He was placed on a regular freight run without having had previous experience as a fireman. He fired for four months and was then made a brakeman. He remained in the latter position until August 1. The company decided to make a standard gauge road out of the line that summer. There were few trackmen to be found, and Mr. Grady assisted in laying the steel rails and putting in switches.

Couldn't Stand Heat in South

On December 1, 1890, he was promoted to supervisor of trains and track on that district. Mr. Grady was sent to New Orleans as road supervisor between that city and Vicksburg, August 1, 1893, but, on account of the heat, he remained there only a short time. His request to be returned to the Rantoul district as fireman was granted. He remained in that work for seven years, and was promoted to engineer November 25, 1900. He has continued as an engineer on that line since. He was freight engineer fourteen years, passenger engineer five years and asked to be returned to a freight run in 1919. He preferred the latter work, he says, on account of his desire to have his home in Rantoul. He goes out on his run about 8 o'clock each morning and returns about 4 o'clock in the afternoon. His engine makes a trip to the east end of the line one day, and to the west end the next.

Mr. Grady has three sons in railway work. James P. has been an employe of the Illinois Central for thirteen years, William has worked for the C. & E. I. for eight years, and Edward has been employed by the Northwestern for two years. He has two daughters, who are married.

Not an Accident in Forty-Four Years

Thomas Hughes, section foreman at Champaign, has been in continuous service for the Illinois Central and its predecessors on the Champaign-Havana line for forty-four years. He has not lost a day on account of injury, and every man who has worked on his section has been just as lucky. He attributes this good record to the fact that he continually cautions his men against danger and pays strict attention to safety instructions.

Mr. Hughes was born in 1851 near Loughrea, Ireland, and came to America when he was about 20 years old. At Champaign he met a girl who had come from Ireland. Her home in the foreign land was not far from his, but they had never seen each other before. It was not long before they were married.

He entered the service of the Champaign, Havana & Western Railroad as a laborer on the section at Champaign January 1, 1878. For the following seven years he labored on various sections, and in 1885 he was promoted to foreman of the section at White Heath.

Mr. Hughes remained at White Heath for seventeen years. He has four sons, and each of them helped him on the section there. The four boys are out of the service now.

In 1902 he was transferred to the section at Champaign, and has remained in charge there since.

Has Been a Contented Employe

John Purtill, section foreman at Rantoul, Ill., says that the contented employe is the one who does the best work. He has always been satisfied with his position and has put his whole interest in the work. His record extends over a period of forty-three years. With a record like that back of a man, it is evident that he has done good service for the company.

Mr. Purtill entered the service of the Illinois Central Railroad when he was 16 years old as a section laborer at Farina, Ill. Section work was hard for a lad of that age. The ballast was dirt, the rails were iron, and only sixteen ties were placed to the rail length. Even when constant attention was given to the right-of-way and light trains were run, the rails broke frequently. It was tamp, tamp, tamp every day, he says. One thing that probably held him on the job was the fact that his uncle was the section foreman.

For ten years, Mr. Purtill worked on various sections between Farina and Neoga at $1.10 a day. He was made the foreman of the section at Rantoul in 1889.

When he learned that steel rails were to replace the iron ones, Mr. Purtill says that he thought such a change would do away with the need of section gangs. But he found out, he says, that the heavier trains caused even greater care to be taken of the right-of-way.

Up until six years ago the ballast on his section was dirt. In 1916 he placed eighteen ties to the rail, and put in cinder ballast.

Mr. Purtill lost a son who was in the service of the company in 1919. He was an engineer and was scalded so badly in an accident that he lived only eleven days. The son had been in the service of the company for fifteen years.

Forty-Three Years on One Section

John Moore, section foreman at Havana, Ill., has had forty-three years of railway experience on that one section, and in all of that time he says that he has not had an accident on his section. Nor has he been injured while in the service.

Mr. Moore smiles when he says: "And I worked back in the days of the old iron rails, too. To escape injury while working with them seems miraculous to me now."

Mr. Moore was born February 27, 1853, at Castle Comer, Ireland, and came to this country when he was 19 years old. The chances for a young man to get ahead were much better in America, he says.

October 11, 1879, he entered the service of the Champaign, Havana & Western Railroad as a laborer on the section at Havana. The section was six miles long.

For five years Mr. Moore labored on that section under trying conditions. The ballast was sand, and the slightest puff of wind stirred up a cloud of the fine particles. The men often had to stop their work to protect their eyes. But the 56-pound iron rails had to be looked after every day. They battered badly, and it was nothing to find from three to six broken rails on every trip over the section. The battered ends had to be cut off, and many rails reversed.

Such constant attention to the rails in his early days is what trained him to be extremely careful for the safety of the trains, he says. He watches the steel rails of today just as carefully as he did the iron ones of his first experience.

Started Work at $1 a Day

The pay of section laborers was $1 a day when he entered railway work, Mr. Moore says. Ten tons was the average capacity of a car, and the trains never had more than twenty cars. A 700 class engine would have scared all the people out of the country then, he says. The section gang worked only twenty-six days a month, but there was no limit to the number of hours for work in each of those days, he says.

The Wabash Railroad took charge of the line in 1883, and the salary of the section laborer was increased to $1.10 a day. Working conditions, except for the sand, were bettered, too, he says.

Mr. Moore was appointed foreman of that section in June, 1884, at a salary of $40 a month.

In 1888 the road went into the hands of a receiver, and was known as the Champaign-Havana Line. In 1890 the Illinois Central had charge of it.

The winters between 1880 and 1890 were very severe on section men at Havana, Mr. Moore says. The temperature often went to 26 degrees below zero, and heavy snows fell. He was called out into blinding snow storms many nights. The snow had to be scooped away so that the trains could pass.

Helped Others in Laying Rail

Mr. Moore helped each section foreman lay the steel rails from Clinton to Havana. When he reached his section, he could find only in-

experienced men to work for him. And even the inexperienced ones were hard to keep, he says. About the time they learned enough about the work to be of service, they went off into some other work.

Mr. Moore has two sons, John, Jr., and James C., who worked with him on the section at one time. John, Jr., is now in the service of the Illinois Central as baggageman on the train between Champaign and Havana. He has served as a brakeman and has passed an examination for a position as conductor, Mr. Moore says. James C. Moore is now a plumber in Havana. He was in the army two and one-half years and served about a year with the 113th Engineers during the recent war.

Mr. Moore does not look to be a man 69 years old. He is very energetic and full of good wholesome Irish wit. He has an army of friends on the Springfield division.

Fine New School at Rolling Fork, Miss.

The handsome new consolidated school at Rolling Fork, Miss., near the southern end of the Delta section, which is one of the best agricultural sections in the state, is one of the best buildings of its kind in Mississippi. The building, constructed at a cost of approximately $140,000, was completed in 1921. It is of mission type, constructed of pressed brick, with a tile roof, and the interior is beautifully decorated and furnished.

The building consists of ten class rooms, offices, rest rooms, a laboratory and an auditorium. It is steam heated and electrically lighted, has an up-to-date basement with shower baths, lockers and dressing rooms for athletic teams.

The auditorium has a seating capacity of 572, with a stage 25 by 13 feet and dressing rooms on both sides. A motion picture machine is included in the equipment.

The grounds around the school, comprising fifteen acres, are well laid out, with gravel drives, concrete walks, shrubs planted along the drives, flower beds and forty oak trees planted on the campus, this having been laid off under the supervision of the state landscape gardener.

A modern brick bungalow on the campus just south of the main building is used for the teachers' home. It is steam heated and electrically lighted. This home has a spacious living room, six bed rooms, a dining room, a kitchen, linen and clothes closets, bathrooms and a basement. This home is in charge of a matron and is completely furnished in every detail by the school board, the only requirement of the teachers being that they furnish their own bed linens and table napkins. The expense of running this home is pro-rated and averages from $18 to $20 a month for each teacher.

The main playgrounds are fully equipped. The athletic fields consist of four basketball courts, a football gridiron, a baseball diamond and tennis courts.

At present 140 pupils attend this school, 105 in grammar and 35 in high school. Forty of these pupils from the surrounding country come to school in motor trucks, the expense of which is taken care of by the school district. The classes held are from kindergarten to the 12th grade, inclusive.

The high school faculty is made up of "A" grade graduates, and the grade teachers are specialists in their respective lines of work. Salaries of the women range from $115 to $150 a month, while the salaries of the men range from $1,500 to $3,000 a year.

J. P. McCain, principal, extends to visitors a cordial invitation to inspect the school.

How Abraham Lincoln Asked for a Pass

Son of Former General Superintendent of Chicago & Alton Gives Mr. Drennan Copy of the Letter

Abraham Lincoln, besides serving as an attorney for the Illinois Central in its early days, also served the Chicago & Alton. The facsimile of Mr. Lincoln's request for an annual pass, shown herewith, was recently sent to District Attorney John G. Drennan of Chicago by Edward R. Morgan of Bloomington, Ill., with the following explanation:

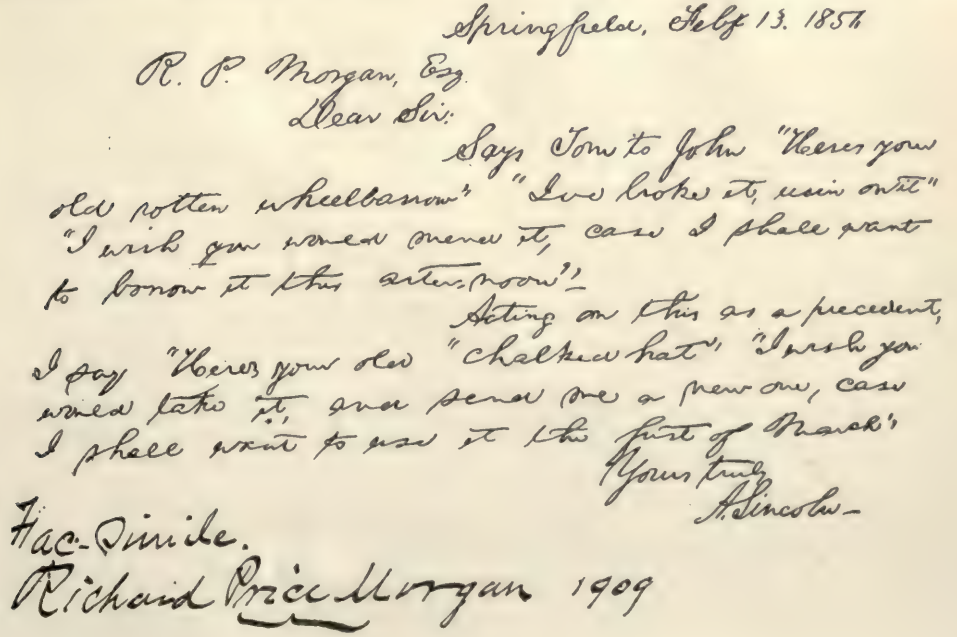
In 1854 my father, Richard Price Morgan, was engineer in charge of the construction of the Chicago & Mississippi River Railroad (now the Chicago & Alton Railroad) between Chicago and Alton, with headquarters at Bloomington, Ill.

Mr. Lincoln, then a practicing attorney of Springfield, had gone to Bloomington to try some cases before the Supreme Court, which at that early date traveled about the state to the more important county seats to accommodate the public, it being easier and more convenient for the court to move from point to point than for the public to reach the state capital at Springfield.

Mr. Lincoln was unable to obtain hotel accommodations at Bloomington, and went to a boarding house kept by Mrs. John Dawson, applying to her for board and lodging. Mrs. Dawson's house was occupied to its capacity, and among her guests was my father, who occupied a large room on the ground floor.

Mrs. Dawson had informed Mr. Lincoln she had no accommodations for him, when father, who happened to be in his room, overhearing the conversation, offered to share his room with Mr. Lincoln. The proposal was accepted, as a "very clever offer," which proved to be the beginning of a friendship that lasted up to the time of Mr. Lincoln's assassination. Upon the completion of the railroad in 1854, father was made general superintendent, and appointed his former roommate and friend, Mr. Lincoln, local counsel for the railway company at Springfield, Ill., sending him an annual pass as compensation for any services rendered.

The pass for 1855 had expired, and in returning it for renewal he enclosed it with the letter, a facsimile of which appears herewith. The letter is self-explanatory to the older generation in railway service, but to the present generation some of the early railway parlance



Springfield, Feby 13. 1854

R. P. Morgan, Esq.

Dear Sir.

Says Tom to John "There's your old rotten wheelbarrow" "I've broke it, run over it" "I wish you owned one new it, case I shall want to borrow it this afternoon".

Acting on this as a precedent, I say "There's your old "chalked hat", "I wish you would take it, and send me a new one, case I shall want to use it the first of March"

Yours truly

A. Lincoln

Fac-Simile.

Richard Price Morgan 1909

has entirely disappeared, and comes to light only when sages in the service get reminiscent. The term "chalked hat" arose from the practice of the train conductor in placing a white ticket in the hatbands of deadhead passengers, when he passed through his train collecting fares. Those who had passes used the expression "I chalk" in order to inform the conductor of their holding annuals. This is how the term "chalked hat" is used by Mr. Lincoln in his letter.

This bit of railway history is for my father's friends, who are also my friends, and for my friends, whom I also know would be his friends, if he were living, and they knew his sterling qualities of integrity and personal worth.

A Dispatcher on the Subject of Safety

By J. S. TERRY,

Dispatcher, Vicksburg Division

In the interest of the safety movement on the Illinois Central, as well as on other railroads, it is worth while to quote from Doctor Schnecker of Munich, who is reputed to be an authority on the distances from which objects and human beings, and their movements involved, can be recognized:

"In daylight, even if you have good eyes and the visibility is good, you cannot ordinarily recognize a person whom you have seen but once before, if he is at a greater distance than eighty feet. If he is well known to you, you may be able to recognize him at from 160 to 330 feet; and if he is a member of your family, even at about 500 feet. Under the same conditions, the whites of the eyes can be seen at about 90 feet; and the eyes themselves at about 240 feet. The slightest movements of the head, arms or legs are distinguishable at 300 feet; larger movements, at 1,000 feet; but at about 1,750 feet a human being appears an indefinite form, and at more than about 2,300 feet movements of the body cannot be detected.

"These estimates apply when visibility is greatest; that is, in broad daylight. Under other conditions it is less, being reduced almost to zero on a dark night, or in a very dense fog by day."

According to Doctor Schnecker's estimate of visibility, a train of seventy freight cars of average length would constitute the limit of visibility, upon the assumption that ordinary arm movements are the basis of his observations. However, with the present method of transmitting signals from the rear to the head-end of a train of this length, no weakness or defect is suggested in our system, if the work of such a train is so organized that each member of the crew understands just what kind and extent of work is to be performed at each point of detention; but to say the least of it, without this unit of organization under such circumstances, serious delay, and necessarily loss to the railway company, ensues.

Nothing is of more importance in the movement of trains out on the line and the assembling of cars in terminals, contributing more to safety and economy, than for each member of a train crew to be familiar with the progress authorized by train order or special instructions on the line; and terminal organizations should be conversant with all plans authorized by the general foreman in the process of assembling cars. With such a degree of organization, engineers, conductors, flagmen or brakemen suffer no dread of accidents or delays, because safety follows.

HELPED RIVER TOWN

The Illinois Central recently handled a trainload of levee bags to be used in protecting the banks of the Mississippi River at Greenville, Miss., against the present rise of the Mississippi River.

The railroad, knowing the need for these bags on account of its past experience with high-water troubles, ran the train special from its eastern connection at Kankakee, Ill., to Greenville, Miss., a distance of 623 miles, in record time of twenty-nine hours.

The prompt movement of this emergency traffic shows what an important part our modern railroads play in aiding the communities which they serve in times of public calamities.—Chicago (Ill.) *Evening Post*, May 2.

HE FELT SHEEPISH

She—"I consider, John, that sheep are the stupidest creatures living."

He (absent-mindedly)—"Yes, my lamb."—*New York Central Lines Magazine.*

Traffic Department

Some Facts About King Cotton

By L. W. HAZLEHURST,
Commercial Agent, Memphis, Tenn.

COTTON is the world's greatest fiber crop. It is extensively grown in twelve of the southern states and exceeds in total value any other crop in the United States except corn. The cotton plant furnishes the raw material for the greatest textile industry of all time. The volume of the export trade it supports is enormous. Cotton has been used as a fiber since the earliest civilization, although the important part it was to play in the economic adjustment of the world was not realized until after the American Revolution. The original home of the cotton plant, from the best information obtainable, was probably the West Indies. Hindoo history four thousand years old speaks of the fiber, evidently cotton, and leads us to believe it was manufactured into fabrics at this early period. Some species of the cotton have been found growing wild in practically all countries lying between the 37th degrees of latitude north and south of the equator, except the present cotton area of the United States. It is said that Magellan found the Brazilians using cotton for beds and fabrics in 1519.

First Export Shipment Made in 1747

The first record of its being grown as a fiber in the United States was in 1621. The first foreign shipment of cotton from this country was from Savannah, Ga., in 1747, the shipment consisting of three bags. No authentic record of the crop seems to have been kept prior to 1791, but records show that the entire American crop for this period was 8,889 bales weighing 225 pounds each.

The cotton gin was invented by Eli Whitney in 1792. Prior to the invention of the gin, the lint had to be separated from the seed by hand, which was a very difficult task. Whitney's gin marked the beginning of an industry which has steadily increased in volume and importance, the market price of cotton being to a great extent a barometer of the financial situation in certain sections of the South. The crop for 1921 aggregated 11,377,316 bales, with a market value of $940,537,360. The 1921 crop was one million bales less than the crop for 1920, the short crop being brought about by the reduction in acreage and the ravages of the boll weevil.

The weevil is a very prolific insect. Each female weevil lays during a lifetime about one hundred and forty eggs. During a season, it is estimated, one pair of weevils may have, under favorable conditions, a living offspring of 250,000. The cotton boll weevil feeds upon nothing but cotton. It attacks the cotton boll in its early stages of development. On account of the multitude of these insects, they soon make their ravages felt in the cotton crop. The government has made every effort to combat the boll weevil evil, but so far with no great success.

Ours Is a Cotton Carrying System

The Illinois Central and the Yazoo & Mississippi Valley railroads are both large cotton carrying lines, not only for distribution to the different mill points in the East and the Carolinas but also for export shipments through New Orleans. This export movement is principally destined to Great Britain, France, Germany, Italy and other European countries. During 1921 there were exported through New Orleans 1,348,677 bales of cotton, this movement being greater than the movement through any other port in the United States, with the exception of Galveston. The movement through Galveston, of course, consists principally of cotton originating in Texas.

A number of cotton compresses are located at stations on the Illinois Central and the Yazoo & Mississippi Valley. These are what might be termed concentration points, where the cotton is graded, compressed and reshipped to the different textile mills, the compression of the cotton reducing the size of the bale very materially—to such an extent, in fact, as to permit of the loading of seventy-five bales in a 36-foot car, when properly stowed. The principal compress in Memphis, owned and operated by the Memphis Terminal Corporation, covers one hundred and seventy acres of

ground. It is of concrete construction having up-to-date protection against fire and every facility for the economical handling of cotton. This compress handles, under normal conditions, approximately 500,000 bales a year.

In speaking of the cotton crop, we must not overlook the cotton seed, which is the chief by-product of cotton. It was formerly the custom of planters to dump the cotton seed into way places or streams, anywhere to get it out of the way, the planter not realizing the value of the seed as a fertilizer and stock feed. It is also strange that the first manufacture of cotton seed products did not begin in the United States, but in England, where no cotton is grown. In 1870, it is said, England had an annual crush of about 200,000 tons, and we were shipping cotton seed across the ocean to English mills. The first cotton seed oil mills were built in the United States in 1840, and as late as 1860 there were only seven oil mills in actual operation in the United States. At this time the number will approximate one thousand.

Cotton Seed an Important Product

There are altogether more than sixty useful products made from cotton seed. The by-products are classified as linters, hulls, cake or meal, and crude oil. The linters are used in the manufacture of such articles as batting, hats, rope, twine, carpets, cellulose, paper and explosives. Hulls are used as a feed for live stock and as a fertilizer, besides being manufactured into paper and other commodities. Cake, or meal as it is called when subjected to a grinding process, is used as a feed for live stock and for fertilizer. The oil is used in the manufacture of lard, cottolene, compound butter, salad oil, olive oil, miner's oil, lubricating oil and paint. For a long time there was a strong prejudice against the use of cotton seed oil in food products. This has now been largely overcome by deodorizing the oil, and at this time nearly all the compound oils now used in this country are composed largely of cotton seed oil, the cheaper grades being used largely in making soap and other useful articles. The oil is also used to some extent for medicinal purposes.

A company has recently been formed to build a plant which will utilize the stalk of the cotton plant. It is claimed that, by a newly discovered patent process and at a small cost, these stalks can be manufactured into many useful articles, such as shingles, wall board, containers, pipe covering, automobile wheels, paving and building brick, floor and roofing tile and articles of a similar nature. In the event that this newly projected plant is a success, it will be of material benefit to the cotton planter, as at this time these stalks are of no service except for their fertilizing value, since it is customary to allow them to rot in the field.

It will be of interest to know that, exclusive of the business in cotton seed oil, the Yazoo & Mississippi Valley and the Illinois Central railroads during 1921 handled 1,076,789 tons of cotton and its products, with a net freight revenue of $4,310,504, which was 2.26 per cent of the total tonnage handled by these lines and 3.52 per cent of their total revenue.

Frank P. Ryan, shown herewith, was appointed assistant commercial agent of the Illinois Central, with headquarters at 29 South La Salle Street, Chicago, effective May 4. He succeeded W. L. Connery, transferred. Mr. Ryan entered the service of the Illinois Central in August, 1902, as an office boy in the chief special agent's department. He held various clerical positions in the accounting, transportation and traffic departments, becoming secretary to the president July 1, 1912, and office secretary in 1916. He left the service in November, 1918, to engage in the bond business.

Maintenance of Way Department

Material Means Money Save It

Gasoline

It is easier to buy two motor cars than to keep one in gasoline.—Poor Richard III.

Gasoline purchased by the Illinois Central and Yazoo & Mississippi Valley railroads during 1921 would run a popular make of automobile 8,812,560 miles at the rate of 20 miles to the gallon of gasoline, or more than 400 times around the earth. It would keep that same motor car going continuously 24 hours a day at a speed of 20 miles an hour for a little more than 50 years.

The total gasoline purchased was 440,628 gallons. It cost $97,051.39. Of this amount, the maintenance of way department used 332,417 gallons at a cost of $72,709.84.

The consumption by divisions was as follows:

Division	Gallons	Cost
Chicago Terminal	2,534	$ 501.78
Illinois	35,252	8,044.50
St. Louis	34,420	7,518.72
Springfield	16,145	3,619.10
Indiana	10,552	2,292.03
Wisconsin	13,439	2,988.95
Minnesota	11,327	2,684.25
Iowa	27,066	6,293.71
Kentucky	24,996	5,955.54
Tennessee	15,839	3,745.35
Mississippi	19,943	4,499.61
Louisiana	28,348	5,603.15
New Orleans Terminal	3,050	572.05
Memphis Terminal	6,118	1,239.99
Memphis	34,183	7,046.38
Vicksburg	25,343	5,423.25
New Orleans	23,862	4,681.48
Total	332,417	72,709.84

This represents an expense to the maintenance of way department of more than $6,000 a month, or $200 a day, for gasoline. The delivery of this gasoline required the use of 6,648 drums, which, if placed end to end, would extend nearly four miles.

Practically all of this gasoline was used

in the operation of motor cars, the exceptions being on four divisions, two of which operate gasoline-driven tie-tampers and two of which use gasoline engines to propel weed-burners. The work of the tie-tampers and weed-burners is seasonal, while the motor cars are used throughout the year. It is safe to say that 90 per cent of the gasoline was used in motor cars, and it is there that the greatest maintenance of way department economies are possible.

It is not at all difficult to waste gasoline in many ways, but space will permit of mentioning only a few. A great deal of gasoline it wasted by careless handling and in storage: for example, when drawing gasoline from a drum or transferring from one can to another or supplying tanks on motor cars. Gasoline spilled in this manner is not only a waste; it is also a serious fire risk. Gasoline is volatile, and if drums or cans are left open the loss through evaporation is rapid. Washing the hands and pieces of machinery in gasoline is a wasteful practice. More gasoline is wasted in this manner than is generally realized.

Perhaps the greatest waste of all is in the improper operation of gasoline engines. A motor car will consume just as much gasoline while coasting down hill with the throttle open and spark off as when pulling a heavy grade.

Improper adjustment of the carburetor

or mixing valve is a prolific source of waste, and these devices should never be tampered with by anyone not thoroughly familiar with their operation.

Reasonable care should reduce the cost of gasoline at least 20 per cent, which represents a saving of $20,000 and will purchase eighty new motor cars.

Daughters of the Illinois Central Meet

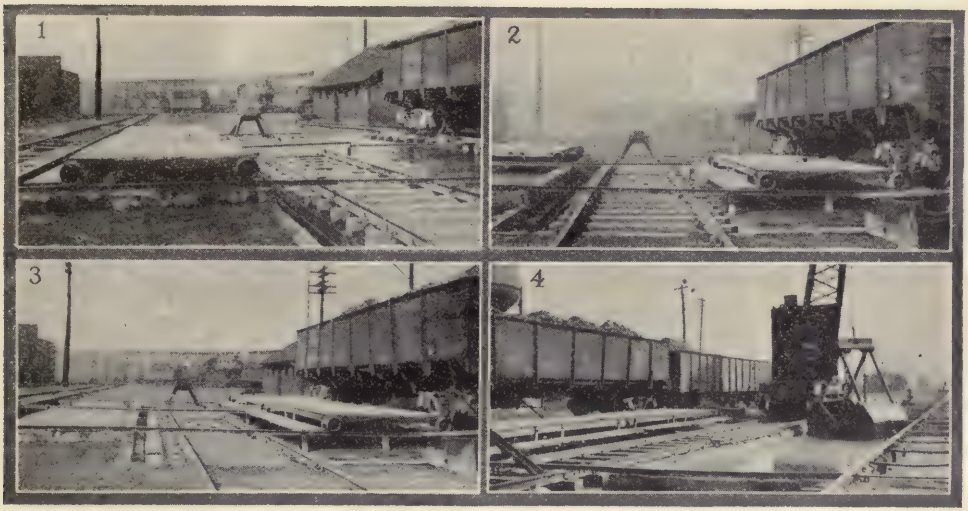
Some of our readers remember 'way back when the car accountant's office was on the fourth floor of the Central Station office building in Chicago—long before the short-haired flapper made her debut. If they remember the office, they will ask themselves what became of all the pretty girls who used to work there. Some of those girls changed their names; others changed their jobs, and even the office joined the procession and removed itself to the 63d Street office building. And so it goes. But just let two or more of the old crowd meet—in the shopping center, say—and you can almost see the exclamation points and question marks in the air. Miss Harriet Sullivan and Mrs. Fred Burlew had that experience some time ago, and the outcome of their meeting was the idea of a reunion.

Did the former employes come back? They did, fifty strong! The place of reunion was the Central Station dining room; the time, Saturday, April 1. They met at 2 p. m. for luncheon. If you could have looked in upon the meeting of that crowd—some of them returning after sixteen years' absence—you would agree that under the Illinois Central roof-tree lasting friendships are born. The tables were arranged in two parallel rows, extending the entire length of the dining room. In furnishing a touch of spring, stylish costumes and modish hats vied with the roses, jonquils and ferns which graced the tables. A delicious luncheon was served. And you should have seen the photographs of tiny tots—in many cases pocket editions of their pretty mothers—which were proudly exhibited and admired! Mrs. Burlew voiced the appreciation of herself and Miss Sullivan for the hearty response to their suggestion. Miss Sullivan's remarks were in verse, and at the close of each stanza at least one of those present was called upon. It was voted to make the luncheon an annual affair, and the first Saturday in May, 1923, was selected for the next meeting.

Those in attendance at the luncheon (1) *Mrs. Fred Burlew,* (2) *Mrs. W. Landolf,* (3) *Miss Lola Zeno,* (4) *Mrs. J. Phillips,* (5) *Mrs. T. McGrogan,* (6) *Miss Mayme Mochell,* (7) *Miss Jane Carter,* (8) *Miss Frances Sheridan,* (9) *Mrs. Lucille Jurgs,* (10) *Mrs. Jeannette Briesenecht,* (11) *Miss Agnes Burke,* (12) *Miss Hazel Anderson,* (13) *Mrs. E. Waller,* (14) *Miss Katherine Ryan,* (15) *Mrs. E. O. Warndorff,* (16) *Mrs. George Cunningham,* (17) *Mrs. Fred Hendrick,* (18) *Mrs. Albert Lambert,* (19) *Mrs. Kenneth Bullard,* (20) *Mrs. William Lake,* (21) *Miss Martha Alexander,* (22) *Miss Kitty Martin,* (23) *Miss Harriet Sullivan,* (24) *Miss Millie Partridge,* (25) *Miss Maude Annable,* (26) *Miss Nettie Obenshain,* (27) *Miss Mayme Sweetman,* (28) *Mrs. K. C. Sawin,* (29) *Miss Lucy Lewis,* (30) *Mrs. E. T. Mulvaney,* (31) *Mrs. J. C. Orr,* (32) *Miss Bess Nicolay,* (33) *Mrs. L. S. Dromgold,* (34) *Miss Florence Partridge,* (35) *Mrs. Walter Boyter,* (36) *Mrs. Tessie Meiling,* (37) *Mrs. F. L. Smith,* (38) *Mrs. H. Bowen,* (39) *Mrs. Lillian Froelick,* (40) *Mrs. Sheldon Kuhns,* (41) *Miss Vera Jackman,* (42) *Miss Anna Fitzgerald,* (43) *Mrs. W. Doggott,* (44) *Miss Charlotte Scanlan. Also attending, but not shown in the picture, were Misses Mary Clark, Anna Jackman, Katherine Lowney and Marie Stewart, Mrs. J. H. Christensen and Mrs. Tom Paul.*

ACCIDENT AND INJURY PREVENTION

Keeping Covers on the Cinder Pits



By W. H. DONLEY,
General Foreman, Champaign, Ill.

The matter of keeping cinder pits well protected by suitable covers, to eliminate a possibility of falling into the pits and becoming seriously or fatally injured, is a very important subject.

Our standard cinder pit covers, which are built up in five sections and which are handled to and from the pit by the locomotive crane, answer the purpose very nicely. As these covers are handled by the locomotive crane, the operator of the crane of course has to call on one of the cinder pit employes to assist him in removing the covers so that he may be able to clean the pits. By the time he has finished cleaning one of the pits, the employe who assisted him in removing the covers may possibly be engaged in knocking out a fire or cleaning an ash pan or perhaps placing coal on the tenders; the crane operator, being unable to replace the covers on the pit by himself, would move on to the next pit, thinking perhaps that after he had finished cleaning the second pit the cinder pit man would not be so busy and would be able to help him replace the covers. This would leave the cinder pit open for an indefinite period, during which time some employe might accidentally fall into the pit and become seriously or fatally injured.

To eliminate this hazard, a cinder pit cover has been designated mounted on wheels, which can be handled by the operator himself. It is shown here in four views. The first view shows the pit covered; the second shows one cover removed and another remaining over the pit; the third shows both covers removed, with the rails on which the covers roll still remaining over the pit, and the fourth view shows the pit cleared of covers and rails and the cinder crane in action.

It will be noted from view No. 2 that this style of cover is made in two sections, each section mounted on four flanged wheels, running on 25-pound rails. The rails at the ends of each pit are so arranged that a piece of rail ten feet long can be lifted out of its position easily by one man; the center rail, being mounted on a pivot bearing, can be turned lengthwise with the pit and rests on the wall of the pit, as shown in view No. 4. The pit is then cleared for the cinder crane either to

pass the pit or to clean it as the case may be.

This style of cover has been installed at Champaign for three years, with very little cost of maintenance. Since it is possible for one man to remove or replace the covers, this makes it possible to keep the pit covered almost constantly. Furthermore, the design of the covers greatly assists the cinder pit-man in cleaning ashpans on the large power, since, on account of their elevation, the ashpans can be easily reached.

Too much cannot be said about the covering of the cinder pits or the proper maintenance of the covers. This matter is of vital importance in preventing injuries, either serious or fatal, which have occurred many times, due to the fact that cinder pits were improperly covered or the covers themselves were allowed to get in a hazardous condition.

Made a Record in Safety

After twenty-nine years of faithful service as a bridge carpenter and foreman on the Amboy district, W. H. Cramer was retired on a pension the first of the year on account of ill health.

"Bill" Cramer was born in Jo Daviess County, near Galena, Ill., February 6, 1863. He started to work for the Illinois Central as a bridge carpenter under Foreman J. S. Shepherd on August 8, 1892, when the bridges were 2-ply chord and 56-pound and 60-pound rail was used. In the early days, the gangs worked ten hours each day and often rode all night to get to the next job by morning. In addition to regular work, they built all the water tanks and put in all of the small iron bridges. Mr. Cramer was made foreman on March 27, 1906.

W. H. Cramer

During Mr. Cramer's long years of service with the Illinois Central, he never had a man injured under his supervision; neither did he have the misfortune to have a hand car or motor car accident. He practiced "Safety First" at all times, and he says this is the main reason for his splendid record.

Mr. Cramer has been a conscientious employe who could be depended upon at all times.

George C. Dean

A Safety Veteran

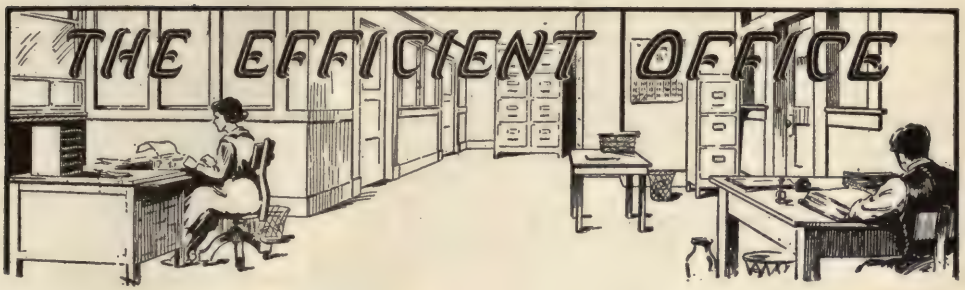
For the past twenty-two years Engineer George C. Dean of the Tennessee division has been handling trains No. 4 and No. 1 between Memphis and Cairo, and during this time he has never injured a passenger or an employe, nor has he ever had a serious accident with his train.

Mr. Dean began railroading at East Broad Top, Huntington County, Pennsylvania, as fireman on the East Broad Top Railroad Company, a narrow gauge coal- and iron-carrying railroad running between Mount Vernon and Robertsdale, Pa. He left that company and went to the Chicago, Burlington & Quincy Railroad as locomotive fireman, working in the Chicago terminal of that company. After leaving the C., B. & Q., he took service with the Chesapeake & Ohio Southwestern Railroad, which then ran between Louisville and Memphis. That road was later purchased by the Illinois Central, and at present this line is known as the Kentucky and Tennessee divisions of the Illinois Central.

Six Months Without An Injury

Here is W. J. ("Bill") Lange, for twenty-two years roundhouse foreman at the New Orleans terminal and five months without overtime at the Government Yard roundhouse. Mr. Lange has gone 176 days (practically six months) without a personal injury at the Government Yard roundhouse, in spite of handling 140 men and 57 locomotives daily. According to A. A. Dodson, claim agent at Vicksburg, Mr. Lange scores 100 per cent in the cleanliness and neat appearance of his premises, particularly in the condition of his storage coal. He has been personally complimented by the general officers for his care in regard to the coal. "Small of stature, but big of heart; looks sleepy, but is always on the alert to increase the surplus of the Illinois Central," says Mr. Dodson.

W. J. Lange



Save Stationery by Planning Ahead

By C. R. CREEDON,
Nonconnah Car Shops, Memphis, Tenn.

AN idea originated by E. A. Rodgers, clerk in the Nonconnah car department, and sponsored by every clerk in the department—that of saving company stationery by a consistent system of "spare-time" stock keeping—has proved such a success that it is being adopted by many other departments on the system.

A few months ago, when his clerical duties became rather slack, Mr. Rodgers endeavored to straighten up the stationery and aid with the commissary spring cleaning in general. He arrived at the conclusion that, if just a little more care were exercised and if each clerk were to take it upon himself to see that no unnecessary waste was allowed, there would be no need of spring cleaning, and the great number of loose, soiled and crumpled forms, particularly envelopes, would be eliminated.

Consequently, a list of every form in use on the terminal was compiled and placed in a convenient place in the stationery room for ready reference. A dozen packs of each form were placed in their own particular wall box, on which was painted the number of the form it held. There were six tiers of boxes, each tier containing twenty boxes. If a clerk was not familiar with the particular box in which the form desired—for example, Form 860, small envelopes—was kept, he would go to the reference table, on which Form 860 was shown to be in Box 13, Tier 3, and the form was at once available without any of the unnecessary "rooting and rumpling" of stationery which is so prevalent among inspectors and yardmen who have small opportunity of becoming familiar with all the boxes.

To further the movement of "Save More—Waste Less," the following commandments were put into use, thereby saving a good many dollars for the company and at the same time establishing a habit of neatness and thought for the employes themselves:

1. If you don't like the way you've addressed an envelope, don't throw it away. Use your eraser; the company furnishes you one.

2. Don't use Form 1575 to say "Dear Sir—Yours tru'y" on when Form 1575½ or even Form Y-1576 would suffice. You can save from 6 to 10 inches of stationery. It's up to you.

3. Never destroy a sheet of stationery that cannot be saved by erasure. There are two sides to everything; you've ruined one; let the bill clerks use the other.

4. Don't tear off those first few sheets from the pack. If you use our system, they're not soiled; it's your imagination. Besides, don't forget the eraser.

5. Those 2-inch and 3-inch pencil stubs are still good. Use some of that scrap paper and glue to make a good, stiff pencil-holder. It'll write much better.

6. Don't try to keep a package of every form in the stock room in your desk, when you have no need of it. That promotes waste, and besides we said "save," not "hoard."

7. Report carbon that is worn out on both sides and like new in the middle can be re-cut and used by the A. R. A. clerks. "Let it earn time and a half."

8. "Weigh," "Transfer," "Bad Order" and similar cards should not be carried around in dozens by foremen and inspectors for book marks and then thrown away. Treat them like dollars; they're just the same.

9. If you were paid a bonus for saving company material, would you not be more careful of it? By doing so, you are promoting a habit of neatness and frugality, and, besides, the "bonus" of a diligent employe is the unre-

served right to win the highest office on the Illinois Central System. Ask Mr. Markham.

P. S. If you just don't care, then at least be human and think of the porter. His back is not rubber, and even a porter hates to be emptying "wasty" waste baskets all the time.

Keeping a List of Reports

The prompt report is a boon to the efficient office. The busy clerk who has many different reports to make—daily, weekly, monthly, yearly, etc.—will find something handier than a pocket memorandum book in a tabulated list of the various reports to be made, grouped as to the time they are due and specifying the date. The clerk should make a separate list of reports that are due him from other offices. Then he should place these lists under the glass on his desk or paste them in a conspicuous place where they can be glanced over at any time. This will save considerable time, correspondence and tracing for neglected or delayed reports, and also insure the prompt rendering of reports. I would suggest that all lists be headed with the word "Suspense," as the most important correspondence is usually in this file. —Rufus Kemp, Jr., *Superintendent's Office, Fulton, Ky.*

The Wandering Waste Basket

H. L. Martin, chief clerk, has invented a novel way to keep his waste basket from straying. He placed a small hook in the leg of the desk, just high enough to permit the waste basket to rest on the floor, and fastened the top wire in the hook. The basket is so placed as to permit its being readily unfastened and waste-paper emptied.—Agent's Office, *Evansville, Ind.*

A Minister Who Preaches Safety by Radio

A minister who takes a great deal of interest in safety work is the Rev. Walt Holcomb of Cartersville, Ga. Mr. Holcomb recently delivered, in Atlanta, Ga., what is believed to be the first safety speech ever broadcasted by radio. The following is a portion of the broadcasted address, which the editor has received from Mr. Holcomb:

"Here is a paradox of safety. At one moment we are the calm, careful, cautious 'Dr. Jekyll,' and the next minute the careless, criminal, chance-taking 'Mr. Hyde.' We are swallowing thrill pills and being overtaken by death, the last great accident.

"Many an automobilist, just for the thrill of racing with a street car, has left the street red with the blood of helpless children or decrepit old age. Just for the thrill of scaling across the track in front of a limited train, the right-of-way has been stained with the blood of bruised, mangled, dead bodies.

"We will never play safe until we put the proper value upon life. Jesus Christ was the first exponent of the principle of the 'safety first' movement. He did not care whether a man wore broadcloth or overalls, but he was immensely concerned about the conservation of life. Since capital and labor have caught the spirit of safety, they have bound themselves together in the bond of brotherhood. While our city officials and railway employes are cautiously careful, the general public is criminally careless.

"The philosophy of safety is thought; the psychology of safety is reminder. We can make a tremendous pull for safe practices when we remind people of their love for life. Everybody wants to live and provide for and protect his own. The best safety device is a safe mind.

"Man's greatest jeopardy is at the grade crossings. Everybody rides on trains, and almost everybody rides in automobiles. The grade crossing is where the automobile and the locomotive collide. The iron mogul and the tin lizzie meet here. Some persons seem to believe the engineer ought to stop and let the lizzie go by, but he cannot always do it.

"In my county, a woman out driving with her mother, friend and children rolled her high-powered car down the hill toward a dangerous crossing and stopped it in front of a big, deep cut. Her little girl started to get out to see if the train was approaching, when the big engine came dashing across the road. The other women screamed and said, 'Oh, how near we came being killed!' But the cool, calculating driver smiled and replied: 'We were in no danger; I always stop my car at a grade crossing.' If every automobilist would do that, there would never be another accident at a grade crossing."

Law Department

Two Interesting Decisions

It is probable that Title III of the Transportation Act, 1920, has given rise to more discussion and bids fair to give rise to more contrariety of decision than any other portion of this very important act. Title III constitutes the Labor Board legislation. This legislation is novel, in that it provides no method whereby it can be enforced other than an appeal to public opinion. Those who suggested the enactment of legislation designed to put an end to disputes in the railway field between employer and employe originally proposed a statute with severe penalities and with remedies by injunction somewhat after the order of the act establishing the Kansas Court of Industrial Relations. Proposed legislation of this kind was strongly opposed by the leaders of union labor. This attitude on their part was entirely consistent with their steadily maintained position that labor and capital should be free to negotiate and thresh out their differences with the minimum of interference from official sources. So strong was the opposition to putting into the law measures for its enforcement through the courts that Congress eventually provided a scheme for arbitration, more or less voluntary, with no provisions for penalties if the orders of the Board were disregarded. Whether the decisions of the Board could be enforced by injunction or mandamus at the instance of the prevailing party in a dispute, or at the suit of the Board itself, has been somewhat discussed, although this feature of the Transportation Act has not been before the courts.

However, two opinions bearing on the scope and authority of the Board have recently been rendered. One is expressed in the decision of the District Court of the United States in the Northern District of Illinois, in the equity suit of the *Pennsylvania Railroad Company vs. the Labor Board,* in which Circuit Judge Page, holding the District Court, holds in a somewhat elaborate opinion that the Act is constitutional, and that the courts have jurisdiction to enjoin the Labor Board from entering an order under Section 313, declaring that the orders of the Board have been violated by a carrier, provided of course that the orders which the railroad has ignored were beyond the jurisdiction of the Board to enter. The decision held further on the facts made by the bill in this case that the Labor Board is without jurisdiction and authority to enter any order under Section 301, where there had not been a joint submission of the controversy to the Board, since the court held that under this section no controversy could reach the Board except upon joint submission. The Court did not hold, however, as some have thought, that the Board cannot take jurisdiction under Section 307 of a dispute which is submitted to the Board upon the application of the chief executives of a carrier or an organization of employes, although the opposite party may not have joined in the submission. On the question of a joint submission the court seems to have limited its finding to procedure under Section 301. The court held, however, that it was beyond the power of the Board to interfere with the method of selecting representatives who should join in the conferences provided in Section 301, and to that extent the order of the Board was held to be illegal in the particular controversy involved.

The other decision of interest is by the Supreme Court of Mississippi in the case of *Rhodes vs. the New Orleans Great Northern Railroad Company.* In that case it appears that Rhodes, who was a track laborer on the New Orleans Great Northern Railroad, brought suit against the company for wages earned between January 1, 1921, and June 30, 1921. He based his suit upon the claim that he was entitled to the wages fixed by the Labor Board in its decision of July 20, 1920, these wages being on the basis of 36½ cents an hour, and that in fact he had received only 20 cents an hour, this being the amount fixed by the company itself in alleged violation of the Labor Board's order. A demurrer was filed to the declaration on the grounds: First, that the act creating the Labor Board is unconstitutional, and, second, that the order of the Labor Board had no validity in the sense that it could furnish the basis for a suit at law. The Mississippi Supreme Court disallowed both these

contentions, holding, upon the authority of *Wilson vs. New,* 243 U. S. 332 (the Adamson Law decision), that the Act was constitutional, and in the second place that the decision of the Labor Board fixing a scale of wages gave to the employe the right to enforce the award in a court of law, provided the employe by his conduct had not estopped himself to claim the amount awarded by the Labor Board or otherwise waived his right to demand that amount of wages. Just what action on the part of the employe would constitute an estoppel or waiver was not before the court and was of course not decided.

The difficulty about these two decisions as furnishing definite and satisfactory authority is that both of them were decided upon pleadings which consisted only of statements of cause of action by one side and demurrers by the other, which demurrers, of course, upon familiar principles admit all the facts alleged by the plaintiff. In the Federal Court case at Chicago there was nothing before the court but the bill filed by the Pennsylvania Railroad, the government's motion to dismiss, and an answer filed by the Labor Board, which, according to the statement in the opinion, is no more than a statement of grounds urged for dismissal. In the Mississippi case the only thing before the Supreme Court was a declaration and a demurrer. It will be seen, therefore, that neither of these courts properly had before it all the facts necessary to final and conclusive adjudication of these issues. This is particularly true in the case of the Mississippi decision. It is possible that upon the retrial of this case in the state circuit court it will be shown that the employe acquiesced in the decision of the management to reduce his wages from 36½ to 20 cents an hour, this acquiescence being manifested by remaining in the service, accepting the basis of pay or doing some other act which would amount to an estoppel. Furthermore, it is commonly understood that the decision of the Labor Board of July 20, 1920, fixing the wages of track laborers, had no application to the New Orleans Great Northern, which was not a party to the proceeding leading to that order.

It is difficult to see how the decision of Judge Page in the Federal District Court in Chicago as to the limited character of the submission under Section 301 can be of great significance, in view of the admitted fact that, under Section 307, disputes not settled under 301 can be taken before the Labor Board upon ex parte submissions. It is understood that the government and the Labor Board have appealed from Judge Page's decision to the Circuit Court of Appeals, and that this appeal will probably be heard some time in June. Just what course will be taken by the New Orleans Great Northern in the Mississippi decision is not known, although it is probable that the case will be heard on its merits in the lower court before any attempt is made to appeal to the Supreme Court of the United States.

Both opinions agree that the Act is constitutional upon the authority of *Wilson vs. New,* and this finding seems to be the most important result of both decisions. In addition to this view the decision in the United States District Court at Chicago contains the very important holding that if the Labor Board exceeds its jurisdiction it may be enjoined in the courts by a carrier (and of course the same remedy is open to the employes), to prevent the Board from denouncing either party as a violator of the order of the Board, if that party chooses to ignore or disregard this *ultra vires* decision of the Labor Board. That is a wholesome finding, and it is to be hoped that the higher courts will ultimately affirm the decision of the District Court on this point. Beyond these two questions it does not seem that the decisions are particularly enlightening.

"MARSE" HENRY IS HOME

"Marse" Henry Watterson came home to Kentucky April 4, to rest for all time. A great assemblage of Louisville citizens and men of national prominence who knew him in life came to honor his memory. Flags on public buildings flew at half mast while simple services at the First Christian Church were being held for the dean of American journalists, who died in Jacksonville, Fla., about three months before.

The services were in line with that simplicity which had marked the life of Mr. Watterson. A ritualistic reading, a hymn, a prayer, an anthem by the choir, and an eulogy were the outward tributes.

"He leaves no successor." Dr. E. L. Powell, pastor of the church, said, "for 'only Ulysses can wield the bow of Ulysses.' "

A plain block of granite in Cave Hill cemetery marks his grave. From its eminence it overlooks the city where the veteran editor spent his most active years.

CLAIMS DEPARTMENT

Injuries on Cattle Guards

The railroad has several times been sued at various places for injury to animals which had attempted to pass over surface cattle guards, with the result that the prong of the guards damaged their feet. In most instances the courts have held that recovery could not be had.

Oscar Wainwright brought suit against the Illinois Central Railroad Company and the Roseland Gravel Company for $316 in Tangipahoa Parish, La., claiming that two mules owned by him were ruined in this way. The suit was tried at the March term of court and a verdict rendered for the railroad.

There seems no more reason why the owner of stock injured in attempting to pass over a cattle guard should recover than should the owner whose stock persists in disregarding a barbed-wire right-of-way fence and is thereby injured.—E. W. S.

Wouldn't Enter a Claim

Edgar E. Evans is the owner of several splendid farms about three miles north of Clinton, Ky., along the Illinois Central tracks, and it is his pleasure to live upon one of the farms and supervise the cultivation of all of them. Also he has engaged extensively in buying and shipping stock to the different markets for the last twenty years. It can be said of him that he has never presented a claim for damage to or the loss of stock in transit or otherwise, even though he has averaged the shipment of about seventy-five cars of stock each year.

Furthermore, to prove the character of the man, it is worth noting that on March 2 a cow, one of a number that he was driving near the station grounds at Clinton, became frightened and ran upon the track immediately in front of extra north No. 1504 and was killed. Mr. Evans immediately notified the section foreman that no claim would be presented for the loss of the cow, inasmuch as it was an unavoidable accident. Such men are assets to any community.—M. C. P.

Trespasser Killed During Storm

Molly Ash, widow of Henry Ash, brought suit for the death of her husband, alleging that the engineer of passenger train No. 124 willfully, negligently, etc., ran down and killed Ash near Sardis, Miss.

Henry and his wife and family were in the cotton field working their crop when a storm came up; they started for home and took the railroad as the most convenient way home; they were caught in the worst of the storm and were overtaken by train No. 124, and Henry Ash was struck and killed; it was raining so hard at the time that the engineer could not see beyond the front end of his engine; passengers on the train declared that, sitting in the coaches, they could not see the right-of-way fence, only fifty feet from the train; the engineer did not see Ash; had not a passenger standing at the rear door of the rear car in the train seen the body and notified the trainmen, the crew would not have known that the man was struck.

Ash was a trespasser, pure and simple. Notwithstanding this fact and the opinion of the company that there was no liability in the case, a reasonable settlement was offered his family. The offer was declined, and suit was filed, resulting in a verdict of $2,309.09 in favor of the plaintiff.

In the trial of the case, the court overruled the company's motion for a directed verdict, and the jury did the rest.

As a rule the concluding chapter of any book is the most interesting, and so it is with law suits: The Supreme Court of Mississippi reversed the trial court and entered judgment there for the railway company.—F. F. M.

Hoped to Cover Up a Murder

The engineer handling an Illinois Central freight train on our belt line at Memphis the night of March 12 saw something on the track which he took for a human body. He was unable to stop until part of the train ran over the object, which upon investigation proved to be the body of a negro woman. Although the body was somewhat cut up by the train, suspicion was aroused as to the cause of death from the fact that no blood was found on the track. The chief special agent's depart-

ment investigated, located the woman's husband and had him arrested. A confession was obtained from him that he and another negro had killed his wife and put the body on the track. He will probably be indicted by the grand jury and prosecuted for this crime.

Crimes of this sort are not by any means unknown. They have probably been committed many times and never been discovered, and perhaps not even suspected, since it is presumed that death was due to being run over by a train.

This illustrates the great injustice which can be done railway companies under the *Prima Facie* Act in Mississippi. The act referred to is a statute which provides that proof of death or injury to an individual by a moving train shall be *prima facie* evidence of negligence. Under this statute the courts of Mississippi have repeatedly held that the railroad must prove that it did not negligently kill or injure the individual. This is sometimes practically impossible.

Had the incident referred to occurred in Mississippi and had it been charged that the railroad was responsible for the death and had suit been filed, the party suing would only have to show that the body was found on the track and had been run over by a train. If the railroad were unable to prove that the death was not so caused, the jury would find that death was due to a running train, and then the railroad would be held liable unless it was able to prove it had not negligently killed the person. Had neither the engineer nor any member of the crew seen the body, there would be no way to explain the occurrence, and the company would have to pay.

Mississippi is the only state touched by the Illinois Central System that has this drastic statute. Under it railway companies are annually compelled to pay considerable sums for death of trespassers and perhaps for the death of persons who were not killed by a train at all but murdered and placed on the track as was this negro woman.—E. W. S.

Tried to Blame the Railroad

Christ Adams (or Adamopolous, if you prefer the Greek style) was employed as a section laborer on the Illinois Central at Omaha for some time prior to November, 1920. Christ had a condition which is common among Greeks and some other races, which the learned doctors tell us "predisposes to hernia." In other words, Christ was walking around with a hernia, or rupture, which was ready to show up at any time on the slightest provocation. In fact, Christ had had two previous double hernias.

About November 18, 1920, this latest hernia developed, and the nearest Christ could figure out was that it was caused while handling a rail—and to make it good he claimed there were not sufficient men on the rail and, of those that were furnished, one was old and had slipped, causing the bulk of the weight to be thrown on Christ. He refused the service of the Illinois Central hospital department, and went to other doctors.

When he returned, of course, a claim was presented. After an investigation, an attempt was made to explain to him that ruptures are not caused by strain, but are brought on by the condition of the man himself, and that particularly in his case there was no possible connection between the railroad and the rupture, except that he was in the employ of the railroad when he first discovered the rupture. Adams must have passed through Missouri on his way from Greece, as he insisted on being shown before he was convinced; consequently a few months later, when the gang was laid off, he obtained a lawyer (always an easy thing to do) and a suit was filed, charging the railroad with having permanently injured one otherwise first-class Greek.

The case was tried at Omaha during a recent term of court. The trial was remarkable in showing how clearly a man can sometimes remember details of an accident almost two years afterward when a month after the occurrence he admits that he knows nothing at all about it. Harry Pappas, a discharged assistant foreman, the star witness for the plaintiff, admitted on cross-examination that his memory of the details had been materially refreshed after a conference with the plaintiff and his attorney. At the conclusion of the plaintiff's evidence, a motion was made for a directed verdict for the defendant, and the plaintiff's attorneys, being skilled in reading the handwriting on the wall, dismissed the suit.—W. J. H.

JUNE—"NO EXCEPTIONS"

Every employe should strive to prevent the cause of freight claims in June.

What Patrons Say of Our Service

Pleased the Knights Templar

The following letter to C. B. Dugan, superintendent, dining service, is from Harry C. Walker of Binghamton, N. Y., formerly lieutenant-governor of New York and past grand commander of the New York Knights Templar:

"This is my first opportunity to express to you the appreciation of the party composing the Grand Commandery of the State of New York, on its trip to New Orleans and return, of the splendid service received from your department while going to and returning from New Orleans. Your Mr. Castle was with us on the trip from Mattoon to New Orleans and did everything possible to contribute to our comfort and convenience. The marked attention and courtesy on the part of all of your employes connected with the car which served us so efficiently both ways were thoroughly appreciated, and your service has won a lasting friend in every member of the party.

"For myself, I enjoyed it so thoroughly that I shall take advantage of every opportunity presented to use the service of the Illinois Central."

Official Thanks From Vicksburg

Mayor J. J. Hayes of Vicksburg, Miss., recently wrote the following letter to President C. H. Markham:

"As mayor of the city of Vicksburg, I feel that it will not be amiss for me to express to you and, through you, to the Yazoo & Mississippi Valley Railroad Company and its employes our deep gratitude for your and their splendid efforts in fighting the high water in this city and in the surrounding Delta section of this state. But for the active efforts and work of the Yazoo & Mississippi Valley Railroad Company and its employes in this city, one of the substantial portions of this city would have been under water for a long period, and great and irreparable loss and damage would necessarily have followed.

"I desire also especially to commend the active and efficient work of General Superintendent Egan and of Superintendent Mays of the New Orleans division and Superintendent Dubbs of the Vicksburg division.

"We want you to know that the people of this city and the people of this section of Mississippi appreciate more than you can know your active efforts and support in protecting us as far as possible from this constantly recurring peril, high water, during this season. It looks now as if we have the fight almost won, and if the levees do not break on the Mississippi side it should not be long before the high water will recede.

"We hope to see existing conditions on Levee Street of this city relieved, and we believe that, by the hearty co-operation of the property owners, the officials of this city and the railway company, we can relieve the situation. I shall be very glad indeed to confer with you or the proper railway authorities, along this line, on your first trip through the city of Vicksburg in order that we may arrive at some conclusion whereby your property will be greatly benefited as well as the property owners and citizens of this city.

"Again I desire to assure you of our appreciation of the efforts you have made, and we hope that the worst is over and that before another high water period the conditions here and in the surrounding territory may be changed so that the recurring floods will not damage us so greatly."

Surgeon Noted Good Service

The following letter to President C. H. Markham is from Dr. Frank W. Porterfield, division surgeon at Waterloo, Iowa:

"I have just returned from New Orleans, where I, with many others, attended the annual convention of the Joint Association of Surgeons of the Illinois Central and Yazoo & Mississippi Valley Railroad Companies, and it occurred to me that you might be interested in knowing what splendid and practically perfect service our road is giving to the traveling public.

"The equipment was unsurpassed, and every possible comfort was provided for the passengers. Without a single exception, every employe was courteous and thoughtful to a superlative degree, and nothing was too much for any of them to do for any passenger, old or young, lady or gentleman. This was especially noticeable among the more subordinate types of employes, who are sometimes not al-

ways agreeable, but not so with any of the Illinois Central boys whom we met on this trip.

"The road bed was solid and smooth; the engineers ran the heavy trains without jar or rough handling of the train; the dining car service was of the highest class, and it was the general remark of all I met on the trains, both going and coming, that the Illinois Central was giving its patrons the highest possible type of transportation service.

"This opinion was not alone among the company surgeons, traveling on passes, but was shared by many others who were riding on tickets at the usual rates, and the commendation of everything connected with the service was so unanimous—and, I may add, unusual—that it occurred to me that you, as the executive officer, would be glad to know about it."

Some Constructive Criticism

The following letter to President C. H. Markham is from R. F. Morse, general manager of the Long-Bell Company at Quitman, Miss.:

"Having noted with unusual interest your articles appearing in the daily press concerning the operation of railroads, may I not advise you of an instance occurring on your road yesterday?

"Four citizens of this place, of which the writer was one, representing the Bank of Quitman, visited various points on your line looking into the dairy and truck-growing business with the view of helping the farmers in this section. We were passengers on Illinois Central train No. 1 out of Jackson at 5:30 a. m., getting off at Wesson, Miss. The conductor in charge of the train—we believe his name is Mr. Ashton—was one of the most courteous and accommodating men we have ever met.

"The service of your road in every particular seemed to us perfect, and it is gratifying to come in contact with such able men as Mr. Ashton was in the handling of his work."

Praises Service to Flood-Sufferers

The following letter to President C. H. Markham is from J. B. Benton, vice-president of the Yazoo Valley Plantation Company, Hardee, Floweree P. O., Miss.:

"Certainly you are aware of the fact that our country is inundated by the most disastrous flood or back-water that has ever been known, and I deem it my duty to thank you and your able assistants for the most wonderful fight that has ever been made in a crisis like this. I don't know what on earth the poor people who live along the line of the Y. & M. V. would have done but for the fact that your able and generous-hearted superintendent, Mr. T. L. Dubbs, and his assistants came to their rescue. I don't believe that any set of men could have combined their efforts in a more successful way than they have. They have kept the trains running when it looked almost impossible to observers, and they have never been too busy to assist anyone who called on them or whom they found in distress.

"They have shown the same consideration for all kinds of live stock and fowls, even to stopping their trains to keep from killing a chicken.

"And, in speaking for this entire community, I wish to say that, through your able management, the people of this country have been taught what a great thing a properly managed railroad means to them.

"Through Mr. Dubbs' benevolence, we have been furnished box cars for the people to live in at no expense to them, and people who were unable to pay transportation or freight have never been refused transportation for themselves or their effects.

"I am in charge of 13,000 acres of land here, of which 5,000 are in cultivation, populated by 118 families, and but for the fact that your superintendent of this division came to our relief when he did there would not be a single family living on the property today, except a few that we have been able to place in the gin houses.

"I also want to thank you in behalf of the company I represent and, through you, all of the officials from the superintendent down to section foremen of the Vicksburg division for the help they have given us."

Liked Our Dining Service

The following letter to C. B. Dugan, superintendent, dining service, is from Henry F. Hooper, 436 Stock Exchange Building, Chicago, Ill.:

"On April 3, while traveling from Freeport, Ill., to Chicago on the train arriving at Chicago at 9:30 p. m., I had occasion to dine in your dining car operated by Steward Sherman Primley, and I take this opportunity to congratulate you upon having men of his type in your employ. He took particular pains to see that each guest was well satisfied with the meal, service, etc., and in my particular

case it was a pleasure to be dining on his car."

Watching the Little Things

President C. H. Markham, under date of April 27, wrote the following letter to J. A. Rouse of the Thos. D. Murphy Company, Peoria, Ill.:

"I beg to acknowledge receipt of and thank you for your letter April 25 regarding action taken in connection with your suggestion that flagmen and porters assist passengers in boarding trains. Our organization is putting forth every effort to render a quality of service that will appeal to our patrons, and it is very pleasing to know that some of them think we are making progress in the right direction."

Mr. Rouse's letter of April 25 said:

"I beg to acknowledge receipt of your kind favor of March 9. In reply I want to apologize for not having done so before, but I wanted to wait until I had seen if there was any improvement in your service. I am pleased to say there has been a decided one, which speaks very highly of the quick way which you take care of the little things, which, as a matter of fact, count far more than many of the larger deeds and add prestige to the high class service your road puts out under your management."

Liked Opportunity for Breakfast

The following letter to General Superintendent W. S. Williams of our Western Lines is from C. A. Morris of Waterloo, Iowa:

"I boarded your No. 15 train at Dubuque this morning and was delighted to find a dining car included in the equipment.

"I could not help but notice during the trip and upon arrival at Waterloo how much happier every passenger seemed to be for having had breakfast. As has often been said, 'The world looks brighter on a full stomach,' and this was very noticeable among your patrons this morning.

"While only nineteen persons patronized the dining car this morning, it is my guess that business will be better after the service is more generally known."

More Praise for Y. & M. V. Service

L. Pink Smith, secretary of the Rotary Club of Greenville, Miss., recently wrote as follows to President C. H. Markham:

"I am directed by the Greenville Rotary Club to express the deep appreciation of the members of the club who attended the recent district meeting of Rotary in Baton Rouge for the splendid service given by the Y. & M. V. Railroad of the great Illinois Central System, through the capable and painstaking efforts of your Division Superintendent, Rotarian Tracy L. Dubbs. A special sleeper was placed on the side track at Greenville for the Greenville delegation of twenty-five in time for a full night's rest going to Baton Rouge, while on the return trip the same thoughtful arrangements were in effect, thus giving the Rotarians an all night sleeper, part of the night in the yards at Greenville. Superintendent Dubbs and the train crews showed the Rotarians and their party every thoughtful consideration. We are proud of your railway system, and are grateful for the superior service you are now giving the public. Hence this letter."

Perfect Service to Rotary Club

E. M. Allen of Helena, Ark., Rotary Club governor-elect for the Fourteenth District, recently wrote the following letter to President C. H. Markham:

"The delegation sent to the Baton Rouge conference in March by the Helena Rotary Club traveled on the special train provided by the Y. & M. V. from Memphis to Baton Rouge and return. In the opinion of the twenty-two Helena representatives who made the trip, much of the pleasure and comfort of the trip was made possible through the courtesy and enterprise of your railroad and the officials who were present on the train. The special train was handled without interruption or delay of any sort, and we wish to speak particularly of the attention given by Superintendent T. L. Dubbs of Greenville and by Mr. Bell and Mr. Feeney. These gentlemen, together with the members of the train crew, were courteous at all times and did everything possible for the comfort of the various delegations. The service was perfect from start to finish."

Appreciation From Flood Sufferers

President C. H. Markham is in receipt of the following letter from G. T. Darden of the Darden Mercantile Company, Inc., Blanton, Miss.:

"I wish to express my thanks and appreciation of the stupendous and successful effort made by the Yazoo & Mississippi Valley Railroad Company to keep all trains moving at a time when they are so badly needed not only to bring food and mail to the people but to carry bags and labor to the levees. Although the track is covered with water about three

feet deep for twenty miles, the service has been remarkable.

"This has been done at a big loss to the railway company. In many instances cars have been furnished to flood sufferers, and I have heard many expressions of appreciation from prominent citizens and others. All of your employes, conductors of freight and passenger trains and section foremen need to be commended for courtesy and efficiency in handling the situation.

"I wish, however, especially to mention your division superintendent, Mr. T. L. Dubbs of Greenville, Miss., in this connection, as a large measure of the successful operation is due to his energy and good judgment."

Praises Traveling Passenger Agent

W. S. Walker, president of the Peoples Trust and Savings Bank of Iowa Falls, Iowa, recently addressed the following letter to President C. H. Markham:

"I was one of a party of Knights Templar who made the journey to New Orleans to the triennial conclave. Accompanying the train which we were on was your congenial traveling passenger agent, Mr. G. R. Kimbel, whose home is in Dubuque, Iowa.

"We want you to know that Mr. Kimbel was very courteous on this trip, and we take this opportunity of expressing our deep appreciation of his services and consideration shown us during the time he had us in charge.

"This letter voices the sentiment of the Sir Knights who were in the Iowa party on this train."

A Chicago Commandery Pleased

The following letter to President C. H. Markham is from George F. Schoel, recorder of the Woodlawn Commandery No. 76, Knights Templar, 6107-6125 Cottage Grove avenue, Chicago:

"It gives me great pleasure to advise you that, at the stated conclave of our commandery, held Tuesday evening, May 2, a unanimous vote of thanks was tendered you for the very excellent manner in which Woodlawn Commandery No. 76 was cared for by the Illinois Central Railroad Company during its trip recently made in connection with the 35th Triennial Conclave at New Orleans.

"All who made the trip were most favorably impressed with the service and comforts provided. The entire arrangements made were so thoroughly and ably handled in every detail that not a single thing happened to mar what I believe you would call a 100 per cent performance.

"Your various departments interested in this undertaking are surely entitled to the warmest praise and thanks for the manner in which we were taken care of. The train itself, from engine to observation car, was one of the finest trains that pulled into New Orleans on this triennial occasion. The courtesy shown us by the train crews, station forces, in fact, everybody along the way and at New Orleans, will long be remembered. The dining car service en route, as well as the service furnished at 'Railroad City', provided all that one could desire. At New Orleans it was truly astonishing to find a city worked out in such elaborate detail with not the slightest thing overlooked that could possibly be done for comfort.

"To us it seems a remarkable achievement that a city of such proportions could be built and managed so as to furnish so many comforts and conveniences and without embarrassment of any kind to its 'citizens.'

"What I have said may seem to be inspired by *personal* enthusiam, but I assure you I am only expressing the sentiments of a well pleased and grateful number of Sir Knights whose good fortune it was to experience this trip on the Illinois Central."

LINCOLN ON LITIGATION

A quotation from Abraham Lincoln on the subject of litigation forms part of the Canons of Ethics adopted by the American Bar Association. It is as follows:

"Discourage litigation. Persuade your neighbors to compromise whenever you can. Point out to them how the nominal winner is often a real loser in fees, expenses and waste of time. As a peacemaker, the lawyer has a superior opportunity of being a good man. Never stir up litigation. A worse man can scarcely be found than one who does this. Who can be more nearly a fiend than he who habitually overhauls the register of deeds in search of defects in titles, whereupon to stir up strife and put money in his pocket? A moral tone ought to be enforced in the profession which would drive such men out of it."

Superheating Waste

(Continued From Page 72)

good steamer, one that would steam on slack as well as on good coal.

With the widely divergent views among engineman as to the proper size nozzle and height of diaphragm and the inability to read the plainest symptoms of the most commonly occurring faults, no wonder the mechanical department officials do not want to make front end changes each time an engineman requests a front end change to be made.

Many enginemen stoutly maintain that the draft conditions are perfect on their engines, regardless of the plainest symptoms being present indicating otherwise. With such a condition existing, it seems that the only remedy would be to employ draft specialists to check up on each district and do nothing else, for if this work be done properly the specialist will have plenty to do until his district is brought up to a standard of efficiency that should pay his salary over and over again. Once draft conditions are brought up to an efficient condition, they should be easily maintained with an occasional check up.

The Place for Fuel Economy

When it is considered that two detrimental effects occur on a superheater locomotive from one common fault, improper drafting, from too-low diaphragm or too-large nozzle or both combined, and each contributes its share toward consuming an excessive amount of fuel, it must be apparent even to those who know nothing of draft conditions that here is where fuel economy should begin.

Unequal draft in the fire-box is today a greater source of fuel waste, in the opinion of the writer, than any other single cause that has come under his observation. Being in the "hidden loss" class, like blowing cylinder packing and valve rings, it does not bother anyone as much as a pop valve letting go once in a while with a loud noise.

The great stress that so many writers lay on the waste from the pop valves being open is more of fallacy than anything else. The agitation results more from the fact that this is a visible and noisy loss than from a true understanding of where the real losses are occurring on a locomotive.

A locomotive that the fireman cannot raise the pop on easily whenever he desires to is the really wasteful coal-eater. It is claimed that fifteen pounds of coal are wasted for every minute that the pop is open. I have witnessed a train of about 4,000 tons moving at about 5 miles an hour going up grade and the pop open for practically the best part of thirty minutes in a vain endeavor to prevent delay to a following passenger train, with the fireman taking things easy and practically no smoke at the stack. The drafting being perfect, the engine reached its destination without any necessity for pulling coal down.

A Difference in Another Case

On the next trip with another engine, the same fireman seemed unable to get coal enough into the fire-box going up the same grade. Without any exaggeration, he shoveled at least one-third more coal and the pop never even simmered; the engine gave no evidence of blows in the valves or cylinder packing, but did show glaring symptoms of unequal draft. This engine needed pulling down of coal more than twenty miles before reaching its destination.

I have no hesitation in declaring that, as between a properly drafted engine with the pop valve wide open going up any grade and an improperly drafted engine going up the same grade with pop valve closed, the properly drafted engine will reach the summit with the smaller number of scoops of coal used. The improperly drafted engine is actually wasting more by not completely burning the gases than would supply the pop valve. By all means let us have pop valves that will open, if wanted, and with just one or two additional scoops of coal when working the engine hard. This is not to be construed as a reason for opening the pop unnecessarily. No engineman cares to hear a pop valve blow off unnecessarily if it can be avoided. However, let there be no misunderstanding. The engine that is easy to pop is the genuine fuel-saver.

An engine that is drafted to give the maximum superheat ordinarily to be obtained and that steams freely will as a natural result be light on smoke and be the lightest on coal under any and all circumstances.

One Cure for All Diseases

If there is anything present tending to destroy the vacuum in the front end or any restriction of any kind whatever that retards the free exit of the gases from the fire-box to the front end, and it is not readily seen upon examination by the engineer or roundhouse man, the most common remedy is to bridge or re-

duce the nozzle. It reminds one of the old-fashioned doctor who prescribed calomel for anything and everything.

One of the most common causes of restricted air, and the one to which least attention is given, is the adjustment of the diaphragm. The diaphragm serves to distribute the draft as between the upper and lower flues and the back and front ends of the fire-box. It is also used to some extent as a means of keeping the front end clear of cinders. It must be clearly understood that the diaphragm is not a compelling factor insofar as the increase of draft is concerned, but it positively is a restricting agency if placed any lower than its proper height to equalize the flow of gases through the flues. It does little harm to be a little too high, but the fuel waste becomes excessive if adjusted too low. It is in a study of the draft conditions as affected by the position of the diaphragm that the writer believes the best results may be obtained in any effort toward fuel economy. The reducing or bridging of the nozzle is a makeshift at the best and should only be used as a last resort.

Make the Adjustment Permanent

Once the proper height for the diaphragm has been determined on any particular engine and it has been set at that height, it should be made permanent. An adjustable diaphragm that the front end man can tinker with is a nuisance, as it invariably results in having him experiment with the removal of the few cinders that are always found in the front end and do no harm there. If the front end fills up with cinders, it is not due to the position of the diaphragm. It is usually due to some fault of the netting, mesh too small or angle at which netting is set not permitting proper pulverization of the cinders that they may pass through the netting. A too-large nozzle, with consequent lack of draft, is sometimes another contributing cause. Therefore the diaphragm is not the proper thing to use to get rid of cinders. Any change in its position to lower the cinder line usually results in spoiling the steaming and superheating qualities of the engine, and invariably results in an unwarranted increase of fuel consumption.

The direct fuel loss from a low diaphragm results from having the total volume of air that would otherwise pass through the fire slightly restricted all over the fire-box and in addition distributing this lessened volume of air unequally as between the upper and lower flues and the back and front ends of the fire-box. Thus there is the reason for reducing the nozzle to restore the volume of air that should otherwise freely flow through the fire-box. This is partly accomplished without doubt, but the uneven draft still remains.

A Puzzle to the Fireman

The uneven draft, not being visible unless it is very extreme, puzzles the fireman. He has been instructed to fire evenly all over the fire-box (at least most of the fuel instruction articles I have read so instruct), and he finds holes developing in the front end of the fire-box and banks forming at the back end of the fire-box, and most likely the steam is lagging, which, with holes appearing, would seem to call for more fuel—and more fuel she gets. If he is a skillful fireman he will soon learn to fire where the holes are and disregard the places where the banks form. If he finds this out before the clinkers have formed, all well and good, but if the clinkers once get a start a hard battle is ahead of him for the rest of the trip.

The clinkers begin to form under the banks at the back end of the fire-box. By gentle and skillful manipulation of the grates the clinkers might possibly be broken up and the light fire partly restored without filling the ash pan with fire, but this is doubtful, as the only thing that will shake down out of a bank is unburned coal and fire, which immediately ignite in the ash-hopper, as the drop doors seldom fit tight enough to exclude air. For this reason it is not advisable to shake the grates unless the engine is stopped where the hopper can immediately be dumped.

The low diaphragm, causing an unequal draft by restricting the flow of gases through the upper flues, likewise restricts the amount of air drawn through the fire at the back end of the fire-box and, in addition to preventing complete combustion of the gases at the back end of the fire-box and helping to create clinkers, also fails to deliver hot enough gases to the upper flues.

Fuel Consumption Is Affected

The superheat units are contained in the upper flues, and the natural result is a lack of superheated steam. Between the loss in cylinder condensation from saturated steam and the loss due to incomplete combustion at the back end of the fire-box, the fuel consumption is affected in a very marked degree. It is affected to the extent of having to pull coal down to reach a coal station that could otherwise,

on a properly drafted engine, be reached without pulling down or even requiring the fireman to reach for coal, all other conditions being equal as to time on duty and tonnage hauled.

The nozzle that is too large under existing conditions to draw enough air through the grates for complete combustion, even if the draft may be evenly distributed, is another cause for fuel waste, but is less often met with. In combination with an unevenly drafted firebox, it represents the poorest type of engine in service so far as draft conditions are concerned. Clinkered heavy fires that often have to be cleaned on the road are common on this type. Other results are ash-pans full of fire that have to be frequently dumped, lagging steam, poor handling of trains, especially on grades, where stalling sometimes results, frequent running for water due to poor superheating, excessive consumption of fuel due to greater evaporation of water required, also added fuel consumption to make good the wasted gases resulting from incomplete combustion.

This is the type of engine that just seems to crawl over the road, always on the verge of an engine failure, sometimes having one on account of the "poor coal." The members of a crew that can take an engine over the road without an engine failure in this condition deserve credit for the performance, but all they usually get from the train dispatcher is abuse and the familiar "why" messages.

Carrying the Water Too High

Carrying the water too high in the boiler is a fault for which the blame can be placed upon the engineman, unless the engine is such a poor steamer that an excess of water must be carried to get the train started while the fireman is struggling with the fire to get up steam enough to maintain the schedule, if on a scheduled run.

If the engine steams properly, there is little excuse for carrying the water too high all the way over the road. The results are that water is continually being carried through the superheat units along with the steam, tending to lower the temperature of the units so that superheated steam is not being obtained. In addition, the continual evaporation of water within the units soon results in a scale formation that eventually prevents the heat from being absorbed from the hot gases that are passing to the front end through the flues and around the outside of the units. The engine eventually loses most of its power to superheat at all due to this scale formation.

Where the water is carried high on a poor steaming engine to enable it to get the train started and maintain its schedule, the trouble lasts for a few minutes only and there are no noticeably bad results from it, unless the water might start a leak or crack some part of the header. If the poor steaming fault were overcome, the necessity for starting out with high water would be eliminated.

The fireman who fires too heavily regardless of how well the engine may be drafted may next be considered. If the engine is known to be in good steaming and superheating condition and not "assumed" to be in such condition without knowing it, then it becomes an easy task to instruct the fireman as to the proper method of firing.

Don't "Show Up" Your Fireman

If, on the other hand, the engine is "assumed" to be in proper condition and is not (a common condition), it is almost useless to say anything to the fireman about proper firing, as you probably could do no better than he with the scoop and might do even worse, in which case he would tell his fellow firemen that the engineer tried to show him how to keep her hot and instead let her lose ten or fifteen pounds of steam.

Having heard this told many times, I know better than to take the scoop on a poorly drafted engine after I have become convinced that the trouble is from poor drafting. It becomes a case of "passing the buck," to use a slang expression. The roundhouse passed it to me, and I pass it on to the fireman. A very bad condition, I will admit, but the trip, once begun, must be finished under these conditions until a report can be turned in.

Often have I pitied a hard-working, industrious fireman, almost sweating real blood in his efforts to make steam on a poorly drafted engine that needed only the slightest change in the position of the diaphragm or the size of the nozzle to convert it into a fuel-saving, good steamer. A request to the foreman would bring the customary answer: "Can't do anything for you; the front ends are standard; we are not permitted to make any changes."

Faults Not Visible in the Fire

Most of the faults of poor drafting are not visible in the actual burning of the fire, except that the fire does not appear to be bright enough. One of the most common faults, that of the too-low diaphragm, is an invisible fault and is apparent only by certain characteristic symptoms. It creates a slightly unequal draft,

burning intensely at the front of the fire-box and poorly at the back end of the fire-box. Since the smoky fire at the back end prevents the fireman from seeing that the fire has burned out at the front end, he cannot understand why the steam drops. If he has unusual intelligence, he will know it without seeing it. But if you try to tell a fireman who is not overly intelligent that he is firing too lightly up ahead, where he cannot see what is going on, he will soon kill the engine with a banked fire.

The characteristic symptom of the too-low diaphragm on an engine without a brick arch is in the location of the honey-comb on the flues. If it mostly forms on the lower flues, it is evidence of too sharp a draft up ahead. The *amount* of honey-comb on the flues must not be confounded with the *location*. The amount indicates the grade or quality of the fuel as regards its honey-combing qualities. The location indicates the degree that the draft is equal or unequal. If the honeycomb is evenly distributed all over the flue sheet and evenly distributed on the crown bar bolts, the draft is undoubtedly equalized properly.

The symptom of a low diaphragm on an engine with the brick arch would be bricks at the front of the arch burned to a greater degree than bricks at the back end of the arch. The burning of the bricks evenly all over the arch would indicate the draft was about equalized. Superheating with a low diaphragm is more or less doubtful. If the engine has no speed or snap handling a train, it is pretty sure that very little superheating or none at all takes place.

Use of Water Is a Test

One of the most reliable means that the engineman has to indicate faulty conditions that tend to increase fuel consumption is the amount of water used between points where water is taken.

An engineman running regularly over the same district should note the amount of water that his engine uses between certain water tanks for the regular tonnage hauled over that district, compare his measurements with others and in this way ascertain if his engine is using more or less water than others handling the same kind of trains.

The engines that emit dense clouds of smoke on light firing and whose smoke does not clear up quickly after the fire has been placed in the fire-box and the door closed are proper subjects for examination as to unequal draft and poor superheating qualities.

Smoke issuing from the stack gives a good index of what is going on in the fire-box to one who is trained to read its meaning.

On an engine hauling a heavy train and working steam, smoke is created by two causes. The fireman may be firing too heavily or the drafting may be improper. To differentiate between the two, the fireman should be requested to put fires in of not exceeding ten scoops of coal, and if this makes a dense smoke that does not almost immediately clear up it is safe to say that the draft is improper in some way or other.

If the smoke does clear up quickly and the engine can be run for a considerable distance before another fire is needed, it is plain that the combustion in the fire-box must be about right.

There will always be a little smoke present on a perfectly drafted engine when fresh fuel is thrown upon the fire. If no smoke were made at all it would indicate another faulty condition, that of too much air.

This is due to the gases' being released from the coal and not reaching a semi-igniting temperature, which would produce the condition called smoke. There would be excessive mixing of air and of partly burned or unburned gases—in other words, a cold-air diluting effect that would be just as hard on the fuel consumption as an improperly drafted engine that was not getting air enough. Happily this type is seldom seen.

A COMPLIMENT

"Aims to Please the Shipper, the Traveler. Try It." The above is the slogan of the Illinois Central System as it appears on a very neat and attractive little thermometer that up-to-date, progressive and popular line is distributing to its patrons. The editor has just been handed one of these useful little office helps by his friend, Jere Convery, who so ably represents the Central Mississippi Valley Route in this territory. A glance at the aforesaid slogan recalls a very splendid trip we had via the Illinois Central from Louisville to New Orleans just before Christmas, 1919. It was our thought on that trip that if there was any better equipped, smoother running train than that particular train we were then riding we simply didn't know of it—had never heard of it.—Editorial in the March-April issue of *Traffic News and Notes*, official publication of the Houston (Texas) Traffic Club.

NEWS OF THE DIVISIONS

Division Correspondents

Chicago Terminal—Heads of Departments.

Illinois—Mrs. Bernita Barnes, Secretary to Superintendent, Room 411, Lincoln Building, Champaign, Ill.

Indiana—Miss Florence McShane, Secretary to Superintendent, Mattoon, Ill.

Iowa—Mr. C. R. Briggs, Chief Clerk to Superintendent, Fort Dodge, Iowa.

Kentucky—Miss Anne Sweeney, Stenographer, Superintendent's Office, Louisville, Ky.

Louisiana—Miss Claire Pimm, Clerk, Superintendent's Office, McComb, Miss.

Memphis—Miss Julia J. Gaven, Secretary to Superintendent, Room 315, Grand Central Station, Memphis, Tenn.

Memphis Terminal—Mr. W. E. Gerber, B. & B. Clerk, Room 306, Grand Central Station, Memphis, Tenn.

Minnesota—Miss Lucille Simms, Secretary to Superintendent, Dubuque, Iowa.

Mississippi—Miss Kathleen Hadaway, Clerk, Superintendent's Office, Water Valley, Miss.

New Orleans—Mr. Thomas T. Treanor, Superintendent's Office, Vicksburg, Miss.

New Orleans Terminal—Miss Myrtle Biersoll, care of Superintendent, New Orleans, La.

Springfield—Miss Della Morrison, Stenographer, Superintendent's Office, Clinton, Ill.

St. Louis—Mr. J. W. Brown, Clerk, Superintendent's Office, Carbondale Ill.

Tennessee—Mr. Rufus Kemp, Jr., Secretary to Roadmaster, Fulton, Ky.

Vicksburg—Mr. J. S. Terry, Train Dispatcher, Greenville, Miss.

Wisconsin—Mr. J. A. O'Neil, Superintendent's Office, Freeport, Ill.

AROUND CHICAGO

Auditor of Freight Receipts

Wedding bells rang on April 15 for Miss Caroline Lobell and William Lindeman. At a dinner party, following a performance at the Illinois Theater, Miss Lobell was presented with a chest of silver.

J. B. Craemer was called to Cincinnati on account of the death of his father on April 6.

The marriage of Miss Bernice Eix, which took place October 5, 1921, has just been announced. Her husband, R. N. Sandusky of Nashville, Tenn., is serving in the Navy.

Miss Edna Johnson, who resigned April 8, was presented with a remembrance by her girl friends.

Miss Mabel Sublette was married on April 29 to Jack Roadnight. Miss Sublette is the daughter of T. N. Sublette, for many years assistant agent at South Water Street station, Chicago.

Edwin M. Stell has received his commission as captain in the 131st Infantry (the old "Dandy First") Illinois National Guard. He commands a machine gun unit and is looking for recruits.

Mrs. Lindeman (nee Lobell) entertained the girls of the dictaphone department at her home April 21.

ILLINOIS DIVISION

Superintendent's Office

Cupid is working fast in the Superintendent's office at Champaign. J. C. Johnson, time-

OUR CORRESPONDENTS
No. 1

Mrs. Otis A. Barnes (formerly Bernita Thayer) is the efficient secretary to Superintendent J. W. Hevron, Illinois division, Champaign, Ill. She entered the service of the Illinois Central when the Illinois division offices were moved from Chicago to Champaign in October, 1918, and was appointed division correspondent for the *Illinois Central Magazine*, May 26, 1921. She received her education in the Champaign schools.

keeper, left Champaign on No. 4, en route to Chicago, Saturday, April 22, and Miss Kathryn Faker, stenographer, departed on train No. 24, en route to Chicago. On the arrival of No. 24 in Chicago, Johnny and Katie (as we all know them) met and were married at 5 p. m. in St. Mary's Church. They were both back on the job the following Monday morning, but left May 8 for Niagara Falls, where they are enjoying a honeymoon. The Illinois division offices presented Mr. and Mrs. Johnson with a beautiful set of silver.

Effective May 1, the division office hours were changed to conform with the daylight saving plan in Chicago. The hours are now from 7 a. m. to 4 p. m.

Supervising Agent H. Kabbes is riding back and forth in a new motor car.

Chief Dispatcher W. G. Tiley departed on train No. 3, May 3, for Memphis, Tenn., where he met a committee of chief dispatchers which is making a tour of inspection. The committee, consisting of E. C. Russell, Dubuque, J. E. Schneider, McComb, A. A. Freiberger, Memphis, and W. G. Tiley, Champaign, visited the Champaign offices Thursday, May 11.

Miss Kathryn Kelliger, stenographer to Trainmaster J. T. Stanford, was taken suddenly ill while at work Thursday morning, May 11, and was removed to Burnham Hospital, where she was operated on for appendicitis.

Chief Clerk R. G. Miller is on a 30-day leave of absence. Mr. Miller and family expect to visit relatives in Carbondale. Assistant Chief Clerk G. E. Webster is assuming the duties of chief clerk.

Miss Mildred Monohan is assisting as stenographer in the superintendent's office, in the absence of Mrs. J. C. Johnson.

Kankakee, Ill.

Engineer C. F. Pangborn, who has been off duty on account of illness, has resumed his duties.

A new run has been put on at Kankakee, known as the Lehigh run, to handle ballast for the Lehigh quarry.

Car Inspector H. A. Wakat and family have returned from a trip to New Orleans. Mr. Wakat attended the car men's convention at New Orleans while there.

Yard Clerk W. C. Cox is off duty on account of sickness.

Switchman James McClarey, who was pensioned May 1, entered the service of the Illinois Central August 26, 1894, as a switchman at Fordham yard, where he remained for seven years, until September, 1901, when he was transferred to the Kankakee yard, where he has since been in continuous service.

James McClarey

Superintendent J. W. Hevron recently wrote as follows to Brakeman E. Harris and Fireman S. Brewer of Champaign:

"It has just been called to my attention that you gentlemen offered to fire engine No. 2990 by hand, on account of stoker trouble, from Alma to Champaign, on May 10. I want you to know that the interest you gentlemen displayed in bringing this train to Champaign is very much appreciated, and no doubt prevented a large claim which would have resulted had berries been delayed in getting to market."

The Illinois Central type of service with a smile is bound to pay in the long run, according to the experience of Miss Ethel McGee of Champaign, Ill., a waitress in the Illinois Central lunch room there, who recently was awarded tickets to a motion picture show because she had her usual smile on tap when the person distributing the tickets to smilers came around. Only three persons won tickets that day—a blue Monday. According to the Champaign News-Gazette, which had the distribution in charge. "After another search of faces, the pleasantest smile yet was found in the Illinois Central lunch room on Miss Ethel McGee, 201 West Church Street, a waitress. Miss McGee, a pretty girl with a smile which all the railway men will tell you is permanent, was pleasantly surprised at her luck and said she didn't know a smile was anything to be rewarded for."

Miss Ethel McGee

SPRINGFIELD DIVISION

Decatur, Ill.

On May 1 a daily through steel sleeper was put on between Decatur and Chicago. This service is much appreciated by the traveling public, and its success is already assured. Assistant General Passenger Agent Truesdale spent a day in Decatur boosting the new sleeper service, and he was greatly encouraged by the many expressions of good will manifested by the traveling public.

E. H. Smith, first trick operator, has just moved into his new home.

"Col." Ed Wills, our baggage agent, is being favorably mentioned as a candidate for mayor of Decatur in our coming spring election.

It will be only a short while until it will be necessary to add on the passenger station a new room to take care of the monthly and weekly magazines that are now coming into Decatur in carload lots to be distributed out of Decatur for a radius of two hundred miles. As a temporary solution, there is being built a platform in the open space between the baggage room and mail room so as to keep the magazines from getting wet.

Tom Gilliand, first trick operator at Maroa, did himself proud as an entertainer at the Pennsylvania "Old Veterans' Association" recent meeting at the Orlando Hotel. Tom has it over many professionals as a monologist.

Hamilton Watch

"The Railroad Timekeeper of America"

Long Term Watch Insurance

It is policy to buy a good watch.

The Railroad man who buys a Hamilton is insured against inaccurate time. He buys a watch that has to its credit the record of wonderful service under hard usage—a watch that will tell true time year after year.

The Hamilton Watch is preeminently the watch of successful Railroad men. They lean heavily on their timepieces and must have a watch sturdy enough to bear the responsibility imposed upon it.

We suggest the No. 992 Hamilton, 16-size, 21 Jewels, for the most exacting Railroad service.

Hamilton Watches range in price from $40 to $200; movements alone $22 (in Canada $25) and up.

Send for "The Timekeeper," an interesting booklet about the manufacture and care of fine watches. The different Hamiltons are illustrated and prices given.

HAMILTON WATCH COMPANY

Lancaster, Penna., U. S. A.

Conductor J. County and Engineer E. T. Reed, together run an Erie train. They both carry Hamilton Watches. The accuracy of their Hamiltons has helped both men to a reputation for precise and punctual service.

The Illinois Central was represented at the meeting by Trainmaster Golze and Chief Dispatcher Mallon of Clinton and G. A. Lavery, ticket agent at Decatur.

Clinton, Ill.

Miss Clara Hoyt, who has been on leave of absence the past year account of ill health, has returned to service, relieving Miss Gladys Westerholt as stenographer in the trainmaster's office.

Conductor Hilbrant of the Havana-Champaign passenger run, who recently underwent an operation in the Chicago hospital, has returned to work. Mr. Hilbrant says that he is feeling very much improved.

H. M. Gleadall, chief clerk, recently spent several days in the Chicago offices, getting acquainted with the different officials and looking over the work.

Agent A. H. Wallace of Lincoln, Ill., recently received and passed on to Superintendent C. W. Shaw $1.26 in "conscience money" which came to him with the following note: "A cash fare from Pekin to Lincoln which your conductor failed to collect and which it hurts my conscience to keep. A Patron."

ST. LOUIS DIVISION

John Sproat, formerly statistician in superintendent Atwill's office, has accepted a position in the office of Acting General Superintendent Patterson at Chicago. Mr. Sproat's position in Mr. Atwill's office has been filled by H. E. Craiger of Chicago.

There has been a considerable reduction in force on the St. Louis division due to the recent coal strike. The St. Louis division supplies a large amount of coal.

Work on the extension of the division office, Carbondale, Ill., is progressing nicely under the supervision of Foreman Montgomery. It is thought the work will be completed within the next two weeks.

William Watson, who was a member of Company E from Carbondale, Ill,, and who was killed in action in France on November 10, 1918, was buried at Carbondale, April 19, 1922, with all military honors. He was at one time a yard clerk for the Illinois Central at Carbondale.

On April 16 there was a bad cyclone at Irvington, Ill., on the Illinois Central, near Centralia, Ill., and one of the strange things about it was that the Huddleston Home orphanage located there was not harmed in the least while buildings all around it were wrecked. There are a hundred or more orphans cared for at the home.

Prof. T. L. Bryant, head of the commercial department at the Southern Illinois Normal University, had his students through the Illinois Central division office April 22, in order that they might get some idea as to how division railway matters are handled.

George Robinson, caller, Carbondale, Ill., was married recently.

Chief Dispatcher D. B. Dickey was called to his old home in Kentucky recently by the death of his mother, who was 75 years old.

The Illinois Central detoured a number of trains for the Cotton Belt between Olive Branch and East St. Louis, Ill., during the recent high water.

Agent L. E. Doley, Elkville, Ill., in looking over train No. 252 as it was passing his station May 8, noticed a break beam dragging and took the necessary steps to have the train stopped and the beam removed.

Track on the Murphysboro district (Mud Line) has been put in shape to resume traffic since the recent high water. There were places from twenty-five to forty feet deep washed out under the track.

Brakeman M. Conder, Centralia, Ill., in looking over Extra 1835 at DuQuoin, Ill., recently, found about twelve inches of flange gone from I. C. 128297.

Walter Wicker has been appointed acting trainmaster at Mounds, Ill.

Conductor J. R. Brown, Benton, Ill., recently reported that he and his crew turned to the car department at Benton the following: 13 old angle cocks, 102 old air hose connections, 1 old draw bar.

F. M. Block, formerly agent at Mounds, Ill., has been appointed agent at Cairo, Ill., to fill the vacancy made by the death of J. D. Ladd.

Conductor M. C. Hammer, Benton, Ill., recently reported that he and his crew picked up twelve draw bars and seven knuckles at Zeigler, Ill., and turned them over to the car department at Christopher, Ill.

Miss Lenore Barker, stenographer in Roadmaster Kern's office, resigned recently, and her place has been filled by Eunice Rentfro. O. C. Richardson of Bonne Terre, Mo., is taking the place made vacant by Mrs. Rentfro in the accountant's office.

INDIANA DIVISION

Superintendent's Office

The landscape gardener has been busy around the premises of the division offices, and the pleasing change in appearance is noticeable.

The Indiana division had its share of high water during that period of April; probably much disaster was avoided by the constant attention and tireless efforts on the part of officials and employes.

There has been an unusual amount of business on the Mattoon district, beginning the latter part of April, coming through Evansville, mostly coal from the Kentucky mines.

Mattoon Shops

Earl Hayes, engineer on the Mattoon district, is off duty on account of the death of his father, G. W. Hayes, who recently passed away on his rice plantation in Arkansas.

Paul B. Myers, clerk in the office of Master Mechanic Bell, is attending convention of the clerks' union at Dallas, Texas.

It was observed that Conductor Wright was escorting passengers to his train from the station under an umbrella on the morning of April 17, on account of an extremely heavy rain. This action on the part of Conductor Wright is a fine example of the courtesy and consideration which the Illinois Central expects of its employes in their dealings with its patrons.

Trainmaster's Office, Palestine, Ill.

W. H. Hildebrandt, operator at Linton, Ind., left May 10 for Grayville, Ill., to meet his fiancee, Miss Mary Johnson. The two then went to Carmi, Ill., where they were married, after which they started on a short honeymoon trip. On their return they will make their home at Linton.

Dale Arnold, formerly clerk in Supervisor T. J. Flynn's office at Palestine, has resigned his position. "Chick" Adams, who will succeed Mr. Arnold, has been employed as clerk for Mr. Flynn once before.

C. E. Fulling, conductor in freight service,

left a few days ago for Toronto, Ontario, Canada, as a delegate of the B. of R. T. to attend the convention being held in that city.

L. H. McCain, freight conductor, has recently taken a position as brakeman on the passenger train and is moving his family to Effingham, Ill.

R. B. Smith, agent at Palestine, played his first game of baseball this season on May 7 with the Flat Rock team against the Clinton, Ind., team. His team was defeated.

Paul Maddox, conductor, recently returned from Chicago, where he underwent an operation, and is now able to be on duty.

F. P. Mills, conductor, has given up the Centralia run and has gone into yard service in Palestine yards.

Among the railway employes here at Palestine who have been in the automobile market this spring are J. S. Creswell, conductor, purchasing a coupe; Aaron Nutting, engine inspector, a coupe; Clair Walters, machinist, a roadster.

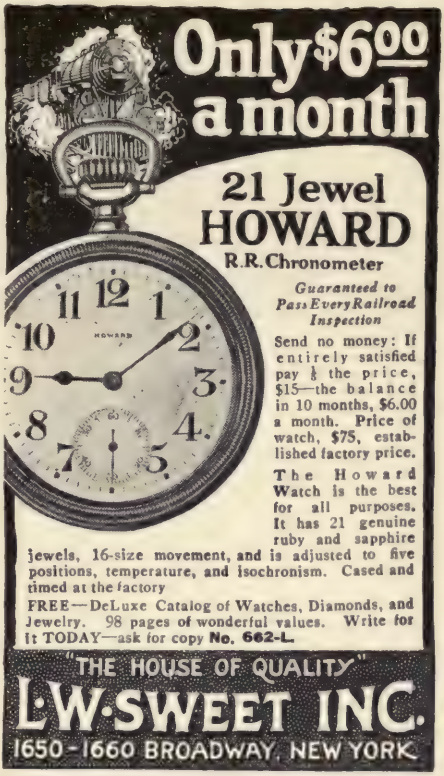
Harve H. Cordier, supervisor, Mattoon district, who has been at the Olney Sanitarium for the last six weeks, is recovering slowly.

B. Banta, conductor on Nos. 297 and 298, is off duty on account of sickness.

Brakeman C. G. Carlyle, on Nos. 297 and 298 with Conductor Akers, has been promoted to conductor.

Brakeman M. D. Alsop has given up the local freight and is braking for Conductor Huffcut on Nos. 273 and 252.

The Maltese shown herewith strayed "out of the nowheres" several months ago into the office of Agent J. B. Ryan at Olney, Ill., was



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For Locomotive and Repair Shops
NILES RAILWAY MACHINE TOOLS
NILES CRANES **BEMENT HAMMERS**
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THE NAME
"CONTINENTAL"
on your policy means
PROTECTION

The latest policies provide INCOME FOR LIFE

for total disability—accident or illness. If you have a CONTINENTAL policy you and your family are protected no matter what happens. (The unexpected is always happening.)

Before it is too late, see our agent or mail the coupon today.

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Please send me information in regard to your health and accident policies such as are carried by hundreds of my fellow employes.

My age is.....

My Occupation is.....

NAME .....

ADDRESS .....

Continental Casualty Company H. G. B. ALEXANDER President **Chicago**

duly christened "Tom" and has become the pet of the office. In addition to this, Tom has taken upon himself, as one of his duties, the privilege of killing outright each and every rat that presumes to gnaw on the sacks containing meal, grain, and other foodstuffs in the freight office, thus becoming a claim preventer for the Illinois Central.

Tom

WISCONSIN DIVISION

Miss Theresa Johnson, supervisor's clerk at Freeport, has accepted a position as claim clerk at Bloomington on account of being displaced by the recent reduction in force at Freeport.

The engagement of Miss Frances Lavell, stenographer in the accounting department, Freeport, and John McGowan, operator at Amboy, has recently been announced.

We are grieved to learn of the death of Mrs. J. G. Swartwout, wife of J. G. Swartwout, pensioned engineer, which occurred at Jacksonville, Fla., April 20.

Dr. George Patrick Gill, Illinois Central surgeon at Rockford, who served as medical officer in the world war and was widely and favorably known as a practicing physician and surgeon and a patriotic citizen, died May 5 at Rockford after a brief illness, induced by overwork in his ministrations to his patients. In 1901 in a competitive examination he won an appointment to the U. S. Military academy at West Point. A year later he entered the medical school at Northwestern University, from which he was graduated in 1906. In 1909 he began a period of four years as examining physician for the U. S. Medical Corps, and when the war began he volunteered in the Murphy unit for service in the British Medical Corps with the rank of major and served from June of 1915 to the spring of 1916. When the United States entered the war in 1917 he volunteered for service and was at a port of embarkation to go overseas when the armistice was signed. He was instructor in surgery at Fort Riley, Kan., and Fort Oglethorpe, Ga., with the rank of lieutenant. On June 19, 1912, he married Miss Genevieve L. Petritz, who survives him, with two children.

Dixon, Ill.

F. J. McCoy was on the sick list the latter part of April, his place being filled by Charles O'Malley.

The Illinois Northern Utilities Company of this city is going to spend more than half a million dollars in this city, covering a period of two years, building a new power plant and an addition to the plant it now has here. When this is completed, Dixon will be the center of a chain of power plants owned by the Insull interest.

Dixon is in the middle of a building boom. Some twenty homes are being built, and more planned for the near future.

MINNESOTA DIVISION

James Hardy, 65 years old, died at St. Francis Hospital, Waterloo, May 5. Funeral services were held from St. Joseph's Church, Waterloo, and burial was made in Calvary Cemetery. Mr. Hardy worked for the Illinois Central almost all his lifetime. He was the father of Frank Hardy, trainmaster's clerk, Waterloo.

Miss Martha Wunderlich, telephone operator, is on a leave of absence. Miss Bell Conners is relieving her.

J. D. Lavell, chief yard clerk, is spending an extended leave of absence in Seattle, Wash.

J. H. Fogle, switchman, and J. A. McDonnell, brakeman, have returned to work from an extended leave of absence taken on account of illness.

P. J. Smith, section foreman at Galena, Ill., has moved to Independence, Iowa, where he has accepted a position as foremen. W. R. Rolfe relieved Mr. Smith as foreman at Galena.

President C. H. Markham addressed the Shippers' and Manufacturers' Association at a dinner given at the Chamber of Commerce, Dubuque, Iowa, May 9. He talked on railway problems and inland waterways. Mr. Markham also addressed the Rotarians at their noon-day luncheon the same day.

Dubuque Freight Office

J. E. Allison, freight agent at Dubuque, has been confined to his home for some time with a severe cold and an attack of the grip.

We were recently honored by a visit from J. W. Rhodes, foreign freight agent at Chicago, accompanied by Mr. McDowd of the United Fruit Company, also of Chicago.

Owing to a reduction in the forces of the revising bureau, we were forced to lose Teddy Reigner from our office. Mr. Reigner has accepted a position with Morrison Brothers Company.

IOWA DIVISION

J. M. Finn, yard checker at Omaha, accompanied the body of his brother, Michael Finn, to Boston, Mass., leaving Omaha May 7. Michael Finn was secretary of the Omaha Western League baseball team and died suddenly in the grandstand while witnessing a game.

Yardmaster P. H. Waldorf of Council Bluffs is now making a trip over the system, in company with other yardmasters, as arranged by the management. The trip is to acquaint yardmasters with methods of operation at various points.

On May 13 Fort Dodge was favored by a visit from the chief dispatchers' committee, composed of W. G. Tiley of Champaign, E. C. Russell of Dubuque, J. E. Schneider of McComb and A. A. Freiberger of Memphis, who were making a trip over the system to acquaint themselves with conditions existing on divisions on which they are not employed.

Dispatcher H. T. Lindsay, Fort Dodge, is in the Illinois Central Hospital at Chicago for treatment and is getting along nicely.

Engineer A. G. Haines, assigned to service on the Omaha district, was selected to represent the Western Lines at the International Railway Fuel Association convention held in Chicago May 22 to 25. Mr. Haines was accompanied by Mrs. Haines.

Traveling Engineer S. B. Chapman attended the meeting of the International Railway Fuel Association at Chicago, May 22 to 25.

James P. Haynes, commissioner of the Sioux City Traffic Bureau, who has been appointed traffic director of the Chicago Association of Commerce, effective June 1, was presented with a gold watch by members of the Board of Trade

TEXACO
PETROLEUM
PRODUCTS

RAILROAD-LUBRICATION

A Few Valid Claims for Texaco Railway Lubricants:

★ ★ ★

Economical Fuel Consumption

Central of Georgia during 1921 saved 91,265 tons of coal through better performance.

Another road in the Southeast saved approximately $17,000 on their fuel consumption in month of February, 1922.

Increased Life of Cylinder Packing

"This engine has made 75,000 miles, cylinder packing has not been removed in over 18 months. Valve chamber head has never been removed since engine received general repairs in May, 1919."

Roundhouse foreman states they are getting better results from cylinder packing than at any time prior to the use of Texaco products.

Minimum Carbon Trouble

"Master Mechanic showed us cylinder packing taken from Pacific Type passenger engine after making 71,000 miles. This packing was only broken and was free from carbon."

Thorough Satisfaction

"We have been using Texaco products for the past 14 or 15 years. Their service and products have always been thoroughly satisfactory."

The Best Railway Lubricants

TEXACO

THE TEXAS COMPANY
RAILWAY TRAFFIC & SALES DEPARTMENT
New York Chicago Atlanta Houston
St. Louis, New Orleans, Dallas, Cleveland, Los Angeles, St. Paul
THERE IS A TEXACO LUBRICANT FOR EVERY PURPOSE

TEXACO

at a complimentary luncheon in the Elks clubrooms at Sioux City recently. Mr. Haynes was formerly traffic representative at Cairo, Ill. He went to Sioux City from Cairo in January, 1918, and has since been very successful in securing adjustments on grain and grain product rates for Sioux City, which has, on account of these rates, become one of the primary grain markets of the United States. Mr. Haynes has handled many other rate cases, such as coal, lumber, etc., adjusting Sioux City rate conditions in accordance with other large commercial centers. Mr. Haynes has received many compliments for his satisfactory work at Sioux City.

KENTUCKY DIVISION

R. A. Mock, for twenty-seven years employed as air brake man at Louisville, Ky., died at the home of his daughter, Mrs. W. W. Kington, Mortons Gap, Ky., May 6, of nephritis. He was in his 70th year.

Mr. Mock entered the service at Louisville, June 24, 1895, and had been in continuous service since that date. He was always a faithful employe, worked regularly and had the interest of the company at heart. During the past five or six years he had been put on lighter work on account of his failing health, and his hopes were that he would be able to work until June 24, when he would be entitled to a pension.

Mr. Mock lost his wife in January, 1922, after a happy married life of nearly forty-five years, and the shock and grief of her death are supposed to have hastened his end. He worked up until April 29, when he laid off to go to his daughter's home for a short rest. He had been there only a few days when he died.

R. A. Mock

Mr. Mock for many years was prominent in fraternal activities. He had been past master of Willis Stewart Lodge No. 224 of the Masons, and at the time of his death he was its tyler. He was also an honorary member of Kilwinning and Excelsior Lodges and also a member of Jr. O. U. A. M.

Funeral services were held May 9 at the Broadway Christian Church, Louisville, and burial was in Cave Hill Cemetery. Members of Willis Stewart and Preston Lodges of the Masons were active pall-bearers. Mr. Mock is survived by two sons, Otto D. Mock and E. O. Mock of Louisville, and three daughters, Mrs. W. W. Kington, Mortons Gap, Ky., Mrs. W. W. Franklin, Chicago, Ill., Mrs. J. M. Canfield, Harrisburg, Pa., a sister, Mrs. Annie Sweets,

New signal installations on the Kentucky division. No. 1 shows the method of mounting the rectifiers, lightning arrestors and charging switch in a style K relay box on the line side of the track. No. 2 shows the new automatic signals in Paducah yard. These are the northward signals B and C and the southward signal D mounted on a cantilever bridge at the North Yard office. This arrangement was necessary at this point because there was not sufficient clearance between the main track and the yard track for signal D. Foreman Pfeiffer and his gang are shown in the foreground. No. 3 shows the local wiring of signal J2262. Lightning arrestors, the charging switch and the signal mechanism are in the upper case, while the lower contains the charging rectifiers and control relays.

Montgomery, Ala., and two brothers, W. R. Mock, Ocala, Fla., and R. M. Mock, Louisville. —George Duckett, District Foreman.

A new daughter, Mary Louise, arrived at the home of Mr. and Mrs. A. H. Morton on May 5. Mr. Morton is chief clerk of the revising bureau, local freight office, Louisville.

Clifford Slider, clerk in the freight office, Louisville, has written both the words and music of another beautiful song, entitled "Dreams of Mother." While this song has not as yet been published, it was sung on May 14 in almost every church in New Albany, Mr. Slider's home, in commemoration of Mothers' Day. This young composer is also an accomplished musician of some note.

Signal Department

T. L. Davis, supervisor of signals, who is on leave of absence on account of ill health, has arrived at Phoenix, Ariz., where he will stay for some time.

The regular monthly signal department educational meeting was held at the Union Depot, Paducah, Sunday, April 23, with an attendance of thirty-five. Track circuits and mechanical interlocking were the subjects under discussion. Dinner was served at the Palmer House, and in the afternoon an inspection was made of the new signals recently installed through Paducah yard.

The work of installing the new automatic signals between Fox Run and Ilsley is progressing nicely, and Supervisor of Signals J. P. Price expects to get these signals in service before June 1. These signals are of the latest improved type and are equipped with electric lights for the night indications. The approach lighting circuit is used for the control of the electric lights.

New automatic signals of the 3-position, upper quadrant semaphore type have now been placed in service from the North Yard, Paducah, to Mile Post J229 on the Tennessee division. These signals represent the last word in improved signal design. An exide storage battery is used for the operation of the signal motors, line relays and track circuits. The battery is charged by the trickler charge system, by use of the Bryant Zinc Company's non-tune rectifier. The power for the 110-volt charging line is obtained from the city of Paducah. This installation also includes one 3-indication color light signal, Model L, furnished by the Union Switch & Signal Company, for governing train movements over the new hump yard. A separate transformer is included in each light

"SAFETY-VALVE STEVE" SAYS.

"Every switchman knows that the right Work Clothes are made out of Stifel's Indigo Cloth. If you want a real "go-ahead signal" when buying Work Clothes—look for the boot trade mark on the back of the cloth."

Garments sold by dealers everywhere—We are makers of the cloth only.

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unit, the 110-volt A. C. being stepped down to 6 volts for the main lamps and 60 volts for the pilot lamps.

The regular signal department educational meeting was held at Leitchfield, Ky., Saturday, May 20. The subject discussed at the May meeting was insulated joints. The June meeting will be held at Central City on Saturday, June 17. The subject for discussion at the June meeting will be track relays.

Signal Gang No. 3, in charge of Foreman M. D. Weld, which has been on the Kentucky division since February, repairing the L. H. & St. L. interlocker at West Point, Ky., has been transferred to the Illinois division to take care of the signal work in connection with the construction of the new third track between Chicago and Kankakee.

Signal Foreman A. M. Pfeiffer is the successful applicant for the position of signal maintainer at Paducah, Ky.

Signal Maintainer E. F. Oates of Nortonville, who underwent an operation at Evansville, has now returned to work.

Signal Maintainer J. C. Martin of Rockport, who was temporarily assigned to Signal Gang No. 2, to take care of the wiring on the new signals through Paducah Yard, has now returned to his regular position at Rockport.

Signal Maintainer E. J. Davis, who accompanied his brother, T. L. Davis, on his trip to Arizona, has now returned to his regular position at Central City.

The Illinois Central is now a dollar better off by reason of the strange happening recorded in the following letter from Master Mechanic J. F. Walker at Paducah, Ky., to Superintendent T. E. Hill:

"Engineer Trantham was taking coal at Daniel Boone on April 19, train No. 176, engine No. 2949, when a man got up on the engine and put his hand in his overall pocket, standing very close to him. Trantham did not pay any attention to him, but after leaving Daniel Boone he ran his hand in his pocket and found a dollar bill. The man mentioned to Trantham that he appreciated a good run, which is evidence he rode on the train from somewhere besides Daniel Boone. Trantham did not know the man and know anything about if he rode on the train. He found the dollar bill in his pocket and brought the money to me. I am attaching it to this letter for your handling."

TENNESSEE DIVISION

E. N. Goddard, section foreman at Jackson, Tenn., has been commended for the unusual interest displayed by him while on train No. 6, en route to Fulton, Ky., when he noticed the north switch to the house track at Medina, Tenn., was unlocked, and got off, went back and locked the switch, returning in time to catch No. 6 and continue his trip to Fulton. It is gratifying to the management to note such interest displayed by the employes while off duty as well as on.

Alex Deeslie, who has been serving as general chairman for the B. of L. E. since January, 1919, has resumed his run on the Cairo district.

Mr. and Mrs. J. L. Joiner will represent the Jackson lodge of B. of L. F. & E. at the convention in Houston, Texas, this month.

Mrs. Wordie Brooks, stenographer to the agent, Jackson, Tenn., was one of the lucky winners of the season ticket given by the baseball club for guessing nearest the correct number of paid admissions to the opening game on May 1.

S. A. Reed, Sr., father of Engineer Reed, who has been seriously ill, is reported to be much better.

Herbert Rankin, clerk in the superintendent's office, was called to St. Louis recently. His wife was ill in a hospital at that place.

J. S. Willingham represented the clerks of the Tennessee division at the convention held in Dallas, Texas, the first two weeks in May.

Switchman M. T. McLean, Jackson, Tenn., has been highly commended for discovering a defective wheel under C. & E. I. 1865, April 16, at Jackson, Tenn., which probably prevented a serious accident and the loss of many dollars.

Mrs. L. Castleberry has been granted a ninety days' leave of absence on account of the reduction of forces in the superintendent's office, Fulton, Ky.

MISSISSIPPI DIVISION

Major O. A. Harrison, who was born September 30, 1863, and died April 28, 1922, at the age of 59, began his career as an Illinois Central employe as a flagman out of Water Valley, August 10, 1882, when he was 19 years old. When 21 years of age he was promoted to conductor. He was in continuous service until his retirement on pension on account of ill health, March 31, 1921. At the time of his retirement he was running a passenger train between Canton and Holly Springs.

O. A. Harrison

Mr. Harrison was Chief Conductor of Lodge No. 304, Order of Railway Conductors, located at Canton, and had been at the head of this lodge for twenty years. He was also chairman of the committee of conductors on legislation for Mississippi. He was honored by three governors of Mississippi as a staff officer, with the rank of major, which is a record excelled by few.

Mr. Harrison was happily married at Water Valley in 1885 to Miss Eva Henry, and his wife, two sons and a daughter survive him. Funeral services were held at Water Valley with Masonic rites, conducted by the Rev. L. P. Wasson of the First Methodist Church and brother Masons of Water Valley Lodge No. 402. Mr. Harrison was a member of the Methodist Church, a Mason and an Elk.

The body of Miss Georgia P. Calloway, formerly an agent for this company at Raine, Tenn., arrived in Oakland, Miss., April 26, from San Fernando, Cal. Miss Calloway was one of the occupants of an automobile that was struck by an engine on the railroad at Sylmar, a crossing near San Fernando. In the car with her were six persons, five of whom lost their lives. At the time of her death she was employed in Olive View Sanitarium at San Fernando, specializing in X-ray and laboratory work. During the World War she served in the American Medical Corps in Italy. Miss Calloway is survived by three brothers, two of whom are employes of this company, G. E. Calloway, agent at Oakland, and Albert Calloway, operator at Ackerman, and one sister.

Look for this stamp on the watch you buy

Ask your jeweler for these watches

Then you can't go wrong in buying your watch.

You need the best there is NOW.

It may be required LATER.

Originally, railroad watches were not adjusted to positions.

Later, three position adjustments were required.

Now, the inspectors are not allowed to pass any watches adjusted to less than five positions.

For the present, five position watches are standard.

But railroad requirements are continually going higher—not lower.

So why take any chances on a five position watch when you can just as easily get the superior

SANGAMO SPECIAL and BUNN SPECIAL

Illinois watches which are adjusted to temperature, isochronism and SIX POSITIONS?

Write for a copy of our new 52-page booklet "Illinois Watches and Their Makers." You will incur no obligation in doing so.

ILLINOIS WATCH COMPANY

Springfield, Illinois

Mrs. V. V. Styers, wife of Section Foreman Styers at Strongs, Miss., has just returned home from the hospital at West Point, Miss., where she has been for several weeks.

Last reports from Conductor J. T. Nason, who is still in the hospital at New Orleans, do not report much improvement in his condition.

J. R. Moorhead, engineman, Water Valley and Jackson districts, left May 10 for the Chicago hospital for treatment. He was accompanied by his wife and daughter, Miss Katie May, an employe of the superintendent's office.

T. H. Harper, timekeeper in the superintendent's office, displaced Miss Lola Bell Wiggs as supervisor's clerk at Grenada because the position of timekeeper was cut off at Water Valley. Miss Wiggs in turn bid in the position of supervisor's clerk at Sardis, lately made vacant by the resignation of H. P. Patton.

We are glad to report E. A. Cleveland, D. V. accountant, back at his post of duty much improved in health after an extended stay in the hospital at Chicago.

J. P. Benson, local committeeman of the trainmen, Mississippi division, left Friday, May 5, for Toronto, Canada. He was selected as delegate from the Mississippi division to the convention of trainmen. Mrs. Benson accompanied him on the trip.

Conductor J. C. Turner, one of the old reliables, running on trains Nos. 7 and 8, has been off on leave of absence attending the convention of the O. R. C. at Cleveland, Ohio.

District Surgeon and Mrs. S. E. Cooper attended the annual convention of the Illinois Central surgeons at New Orleans recently.

We regret to announce the death of the wife of Engineman George Allen, Aberdeen district, recently.

Mrs. R. E. Howard, wife of Dr. R. E. Howard, company surgeon at Durant, Miss., died May 11 after an illness of several weeks.

Conductor H. B. Carr has returned from the hospital in Chicago and is now able to resume work.

R. E. Hall, conductor, Grenada district, surprised his many friends recently by announcing his marriage to Miss Ethel Moore of Grenada. After a short wedding trip, they returned to Grenada, where they will make their home.

A. S. Pate, fireman, Grenada district, after his recent promotion to the position of engineer, decided the next best step was to acquire a wife, which he lost no time in doing. The bride was Miss Barnes of Grenada.

J. Madden Smith, timekeeper in the master mechanic's office thirty-five years ago, was a pleasant visitor here recently. He is now living in Memphis, where he is the successful manager for a large insurance company.

Eris McCarley, formerly an employe at the Water Valley shops, recently married Miss Lillian Bell of Water Valley, Miss.

Engineer and Mrs. P. Ohlson have returned from a pleasant visit to Elkhart, Ind.

The first shipments of vegetables by the Yalobusha County Farmers' Bureau are beginning to move. It is believed that this is the beginning of an extensive movement toward the growing of the more valuable truck and farm crops in this section. The Illinois Central Development Bureau is co-operating with the local truck growers and rendering valuable service.

To date (May 10), fifteen cars of strawberries have been shipped from Batesville. This is a

Here is J. M. Colson, Jr., 2 years old, son of Dispatcher J. M. Colson, Water Valley, Miss. He doesn't think dolls were made only for girls.

"Beautiful Durant"
On The Illinois Central
Association
See Other Side of This Card

Objects
OF THE ASSOCIATION

To make Durant known as the best town of its size between Chicago and New Orleans.

To interest Illinois Central employes in promoting the welfare of Durant.

To improve the town by rendering the best and most courteous railroad service practicable.

To interest the business men of Durant in promoting the welfare of the Illinois Central.

To assist the Railroad by directing travel and traffic over it s lines.

FACTS

Fifty per cent of Durant's population is made up of Illinois Central employes.

Seventy-five per cent of Durant's population is dependent, directly or indirectly, on money paid out by the Illinois Central Railroad.

A town usually prospers according to it s Railroad facilities

A Railroad prospers according to the business activities of it s towns.

Resolved, Let us go forward.

The card shown herewith, which is self-explanatory when handed out by an Illinois Central employe from Durant, Miss., was originated by Trainmaster W. H. Petty of the Aberdeen, Grenada and Winfield districts of the Mississippi division.

new business with the farmers of that territory and is in a somewhat experimental stage this year. About 200 acres were planted this year, and this will be increased to 400 next year.

J. A. Young, bridge foreman, has returned from the hospital at Paducah, where he has been for treatment.

LOUISIANA DIVISION

H. A. Mercer, supervisor, Yazoo district, was slightly injured in an automobile accident at Yazoo City on April 30 and was absent from his work for several days.

Miss Jessee Lee McEwen, bill clerk in the agent's office at McComb, and Robert Rueff, yard clerk at McComb, were married on April 29 at the residence of the Rev. F. Z. Brown, pastor of the Presbyterian Church. Miss McEwen has been in the service since May 18, 1920, while Mr. Rueff has been an employe since June 8, 1917.

J. T. McMaster, night yardmaster at Gwin, has been promoted to be general yardmaster at that point in place of W. Wicker, who accepted a position as trainmaster at Mounds, Ill. Mr. McMaster entered the service as a switchman July 13, 1918, and was promoted to night yardmaster, February 8, 1919, and to general yardmaster, April 15, 1922.

I. T. Grafton, engine foreman at Gwin, who entered the service August 21, 1913, was promoted to night yardmaster at Gwin, effective May 2, 1922.

Louis Billar, formerly secretary to the superintendent, now residing in Big Creek, Cal., was a recent visitor to the office.

Wiley Wilkinson has accepted a position as assistant statistician in the superintendent's office.

Mrs. Margaret McCullough, file clerk in the agent's office at McComb, entertained a few friends at 500 on May 3. Della M. Dougall, Artis Albritton and Tom Evans of the superintendent's office were among those present.

C. Bourgeois, chief accountant in the superintendent's office, now on leave of absence, is spending the summer at Covington, recuperating.

Curtis J. Weppler, masonry inspector, and Miss Irene Taylor, formerly employed in the master mechanic's office, were married at Hammond, La., April 22. Miss Taylor is the daughter of John Taylor, engineer, Louisiana division.

NEW ORLEANS TERMINAL

The New Orleans terminal store department, formerly under the jurisdiction of C. B. Sauls, division storekeeper at McComb, is now supervised by I. S. Fairchild, lately of Chicago, who has his office at the Union Station, New Orleans.

The superintendent's office will soon be kept posted on radio news. J. T. Hallam, clerk, is constructing a complete radio receiving and amplifying set at his residence.

Yard Clerks Stein, Spraul and Meirer recently obtained a camp at Manchac, on the Illinois Central, where one may hunt and fish to his heart's content. They are planning to spend some enjoyable week-ends at that point this summer.

H. E. Boudreaux, clerk in the accounting department at Stuyvesant Docks, and Miss Thelma Daigle of Houma, La., were married on Saturday, April 29, at St. Lawrence Church, Houma.

J. Kenner Donnelly, chief claim clerk at the local office, journeyed to Beaumont, Texas, April

famous 21 Jewel Bunn Special Railroad Watch

Adjusted to Six positions

OK'd by all R.R. Inspectors

30 days FREE TRIAL

You can own the 21 jewel Illinois—the Famous **Bunn Special** Railroad Watch—without effort or red tape. Don't send a cent in advance. This Master Railroad Watch is guaranteed to pass rigid inspection on every road. Adjusted to 6 positions, extreme heat, cold and isochronism—21 jewel movement, Montgomery or Arabic Dial in a durable and handsome 20-year gold filled case.

30 Days Free Trial

MILLION DOLLAR BARGAIN BOOK FREE

Send your name and address today for our big million dollar bargain book showing thousands of unusual bargains. Send for your *free* copy today to *Dept. 406A.*

The **Bunn Special** comes to you, express prepaid. Only if pleased, only if you recognize it as the *best Railroad Watch on the market,* do you send $5.75 as first payment. Wear the watch. If after **30 days trial** you decide to return it, we will refund your deposit. Only if you buy, send $5.75 monthly until the cash price of $57.50 is paid.

SEND NO MONEY

Just write, "Send me the **Bunn Special.**" No expense or obligation to you. Only if you are convinced it is dependable in every way—and is the Master Railroad Watch, do you send $5.75 monthly—**at the rate of a few pennies a day.** *Order today*—NOW.

J. M. LYON & CO.
2-4 Maiden Lane New York

Scene in City Park, New Orleans

8, as a visitor to the freight claim prevention meeting of the Gulf Coast Lines, representing Agent Seiler, who was unable to attend.

Henry Reinhardt, our "live wire" publicity man, left Saturday, April 29, for Dallas, Texas, to attend the convention of the Brotherhood of Railway Clerks.

L. C. Wright, foreman in the LCL department, Poydras Yard, assisted in entertaining the Knights Templar during the conclave.

The New Orleans terminal freight station excelled its previous record in claim payments for loss of entire package (outbound shipments) in April, 1922. Only one claim was paid—$7.52.

MEMPHIS TERMINAL DIVISION

Mechanical Department

(W. A. Frost)

W. J. Rapp, pipefitter, has returned from New Orleans, where he attended the International Association of Machinists' convention.

Andrew J. Taylor, 44 years old, better known to his friends as "Jack," died in the General Hospital a few hours after being taken there. He had been employed for some time by the Illinois Central in the general storeroom department, and his sunny disposition won him a large circle of friends among his fellow-workers. Mr. Taylor is survived by three sisters, Mrs. Carl Dick of Indianapolis, Mrs. Walter Barnes of Chicago, and Mrs. Allie Cootsworth of Long Beach, Cal. Burial was at Evansville, Ind.

Mrs. John Casey, wife of Drill Press Operator John Casey, who has been in the General Hospital for an operation, has so far recovered as to be removed to her home.

B. M. Turner, machinist, and family have removed to Springfield, Mo., where they will make their home.

Miss Hazel McDonald of the store department has been absent from duty for a week. Her mother, Mrs. Kate McDonald, was operated on at St. Joseph's Hospital.

L. R. Swofford, foreman of the electrical department of the Illinois Central, his wife and son have gone to Vicksburg, Miss. Mr. Swofford has but recently recovered from a severe case of scarlet fever.

J. H. McGregor, machinist, who has been on the sick list for a week, has resumed work.

John Stancup, accountant in the storeroom department, has resumed work after being on the sick list for a week.

Roy Smith, night hostler, who was operated on at St. Joseph's Hospital for tonsilitis, is improving rapidly.

W. J. McNulty, boilermaker foreman, has removed from McLemore Avenue to 572 Mallory Avenue.

M. L. Alvarez, Illinois Central brakeman, who suffered the loss of a leg in a rail accident and was removed to St. Joseph's Hospital, is reported very much improved.

B. J. Haley, machinist, who recently underwent an operation at the Illinois Central Hospital in Chicago, has returned home.

Joseph Peters, former Illinois Central employe, who has been visiting friends in this city, has returned home. Mr. Peters is traveling airman for the L. & N., with headquarters at Birmingham, Ala.

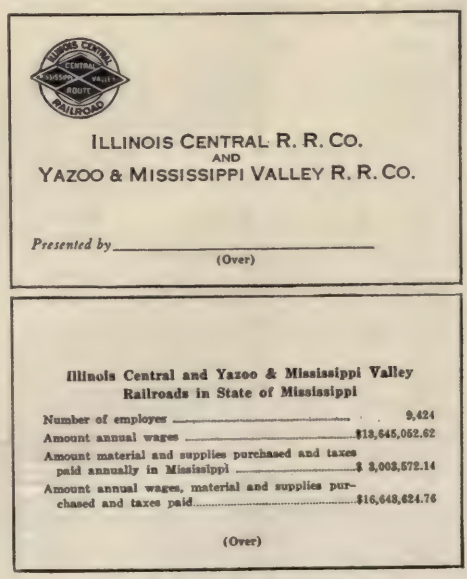
Sidney Weaver, Illinois Central apprentice, has returned home from Chicago, where he underwent a successful operation at the Illinois Central Hospital.

What is considered a record was made by the Illinois Central in handling the trains carrying the Knights Templar delegates to the conclave held in New Orleans recently. On the night of April 22 and 23, fifteen trains, aggregating 150 Pullmans, were handled. The coaches bearing the Memphis delegates were attached to these trains going through to New Orleans.

At the last meeting of the Lauderdale Improvement Club, the members indorsed Professor Toryson of the Lauderdale School for principal of the new South Side school. Mr. Toryson is one of the oldest principals in service in Memphis, having been connected with the public schools for more than twenty years. He is a fine disciplinarian and an up-to-date school man. Should the Board of Education see fit to select him for this place, the appointment would give great satisfaction to the patrons of the school in the South Side. He was also indorsed by the South Memphis Business Men's Club at its regular meeting.

At the regular meeting of the Greenwood Civics Club, the members indorsed Professor Toryson for principal of the new South Side school. Addresses were made by W. F. Lauer, president of the Lauderdale Improvement Club, and Dr. Booker Leroy of the Oakville Sanitarium. A short musical program was also given by members of the Cummins' School.

Flagman W. R. Thompson, Tennessee division.



Card Used in Mississippi

"More miles to the pint; Better service to the mile!"

"When Galena Oils go in Lubrication troubles go out."

The Test of Railway Lubricants

There is nothing to compare with the test of actual service in determining the quality and durability of railroad lubricants.

The very nature of the work—its widely varying degrees of weight, speed and temperature—demands strength and stamina far beyond the capacity of the average "good lubricants."

Oils that may satisfactorily fill the requirements of ordinary machine lubrication will invariably break down under the strains of railroad work, unless endowed with essentials of strength and endurance peculiar to basic quality.

Galena lubricants, above all, are quality products. The stocks from which they are manufactured are built to Galena specifications from the finest crudes that nature produces. The exclusively Galena Compounding processes—developed by this company through its more than half century of specialization—adds the further physical properties necessary to the high type of lubricating efficiency always identified with the use of Galena Oils.

The superior quality of Galena lubricants and the exceptionally valuable lubrication service that accompanies them, make possible the unequalled performance records on hundreds of American railroads—records that prove by both mileage and fuel saving their ultimate economy.

Galena-Signal Oil Company

New York Franklin, Pa. Chicago

and offices in principal cities

ILLINOIS CENTRAL R. R. CO.
AND
YAZOO & MISSISSIPPI VALLEY R. R. CO.

MEMPHIS, TENN.

*Presented by*_____

(Over)

What the I. C. and Y. & M. V. R. R. Companies are doing for the City of Memphis

Number employes at Memphis	4,093
Number employes, heads of families	3,042
Number people receiving livelihood from I. C. and Y. & M. V.	15,957
Amount monthly wages	$ 533,183.85
Amount yearly wages	$6,420,416.22
Amount material and supplies purchased and taxes paid (yearly) at Memphis	$1,329,978.84

(Over)

Card Used at Memphis

has moved from Fulton, Ky., to Memphis and will make his home at 339 Laclede Avenue.

John Wix, engineer, who has been in the Illinois Central Hospital at Paducah, Ky., for an operation, has returned home.

E. E. Sledge, conductor, Mississippi division, is building a handsome new bungalow on the speedway. When it is completed, he will occupy it as his home.

T. J. Evans, night yardmaster, who has been confined to his room by malaria, has so far recovered as to resume work.

A. C. Frozier, machinist, has returned home from New Orleans, where he has been representing the Illinois Central shopmen at the International Association of Machinists' convention.

George Utz, machinist apprentice, who has been confined to his home on account of illness, has resumed work.

A. J. Nil, machinist, received a painful injury recently. While he was playing ball, a batted ball struck him in the mouth, knocking out four teeth.

The Illinois Central call boys held a May Day ball at Samuelson's Hall, May 1. It was largely attended, and an enjoyable evening was spent.

Miss Mary Britt of Eaufaula, Ala., who has been visiting her sister, Mrs. J. Newman Jones, 558 Lucy Avenue, has left for an extended tour of Southern cities, including New Orleans, Algiers, Jackson, Ashville and Birmingham. She has a large number of friends in railway circles in Memphis. A card party was given in her honor by Mrs. W. B. Malone, wife of Federal Inspector Malone, 558 Lucy Avenue.

Conductor A. E. Bookwright has resumed work after a minor operation at St. Joseph's Hospital.

F. J. Reedy, blacksmith, has returned to work after being absent for a week on account of illness.

A. E. Fox, machinist, who has been confined to his home with an injured foot, has returned to work.

The Parent-Teachers' Association, through its president, Mrs. Gilberson, has presented the Lauderdale Fife and Drum Corps with a handsome flag.

P. O. Bailey, machinist, who was taken with a stroke of paralysis and taken to St. Joseph's Hospital, has not recovered his reason. He will be removed to the county asylum for observation as regards his sanity.

Engineer von Bergen has returned to Memphis after a two months' absence. He was recently appointed lubricating engineer for the Southern Lines of the Illinois Central and the Y. & M. V., and he has been investigating automatic train control in Chicago, Washington and New York.

R. H. Tinsdale, engineer, who was injured at Gibbs, Tenn., and taken to St. Joseph's Hospital and later to his home, 298 Edith Street, is reported on the road to recovery.

Fred Jones, blacksmith, has returned to work after being on the sick list for two weeks.

Nonconnah Car Shops

(C. R. Creedon)

General Car Foreman Arnold was among the notables present at the fiftieth anniversary celebration held at McComb, Miss., recently.

E. E. Arnold, 2½ years old, is the son of Mr. and Mrs. E. E. Arnold, 568 Lucy Avenue, Memphis, Tenn. By heredity, he is a future railroader, as his father, at present assistant general car foreman at Memphis, has been in the employ of the company twenty-three years. His grandfather, the late Martin Arnold, who served the company thirty-four years, was a passenger conductor on the Louisiana division at the time of his death.

Prior to his acceptance of his present post at Memphis, Mr. Arnold held municipal office at McComb for fourteen years, seven of which he served as mayor.

G. L. O'Connor and W. B. Higgins are again on duty at the shops after six months' supervision at the American Car & Foundry Company, Binghampton, Tenn., where they were in charge of the Illinois Central's rebuilding of equipment program at that shop.

Car Inspector F. L. Haire suffered the loss of his left arm and received several minor injuries in an accident on April 5.

J. R. Lee, tool foreman, is back on the job after a week at the bedside of his son, J. R., Jr., who is now on the road to recovery after having undergone a serious operation.

M. L. Thompson was confined to his home several days, due to an attack of the flu.

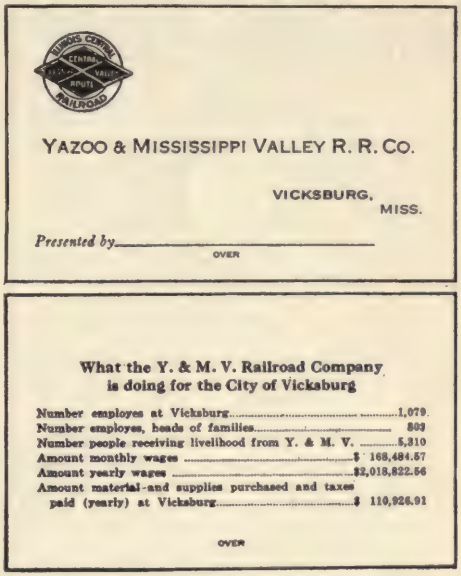
Foreman Harry Dubowich let a contract recently for two new bungalows to be built adjacent to his home on Trigg Avenue.

Inspector R. T. Laird is on the convalescent list, having recently undergone an operation for appendicitis.

The Car Department players were the lucky contenders in the J. A. Keefe Indoor Baseball League for the loving cup awarded by J. A. Keefe, in whose honor the league was named. The league consisted of two Illinois Central teams, the Auditors and the Car Department, one Memphis business firm team, Orgill Bros., and one fraternal team, the Y. M. I. The Car Department came out victorious in every game played during the season.

Foreman and Mrs. G. L. O'Conner are being congratulated upon an addition to the O'Conner family—a little son, George Lawrence, Jr., born May 4.

R. L. Christie, formerly chief clerk to the master mechanic of the Southern Pacific at Tucson, Ariz., is the new chief A. R. A. clerk to the general car foreman. Prior to his affiliation with the Southern Pacific, Mr. Christy



Card Used at Vicksburg

was a traveling M. C. B. checker for this company out of Chicago from 1913 to 1915.

Foreman and Mrs. M. L. Thompson are spending several weeks in Sunny California, Los Angeles being the main point of interest.

VICKSBURG DIVISION

An agent's life is full of queer experiences. Agent A. M. Mallory of Cleveland, Miss., recently wrote several letters to Thomas E. Ogden, negro, requesting payment of an undercharge. Eventually this reply showed up:

"Dear Sir: Received your letter as per other side. In reply to same, beg to state:

"I owe you six and eighty four;
I would love to pay it somehow,
But I haven't any money;
So you see I can't do it now.

"If I have luck in making cotton,
Why, I'll gladly pay it this fall,
But I'm damn 'fraid the boll weevil
Won't allow me to pay it at all.

"You may oblige me by being assured that I shall make this remittance at my earliest possible date, probably in this inst."

NEW ORLEANS DIVISION

The high water situation, generally speaking, along the line on the New Orleans division is as satisfactory as can be expected, and a spirit of optimism prevails among those in charge. There is no relaxation of vigilance among the workers, and if present conditions (the middle of May) can be maintained the fight will be highly successful. Press and public are united in their appreciation of the efforts of the railroad, and when the time comes to tell the final tale there will be lots of interesting details to relate.

Few accidents have marked the high water fight, the most serious being that which befell O. W. Penalver, switchman at Vicksburg. Mr. Penalver had a leg broken, the result of unavoidable contact with floating pavement blocks while riding on a footboard when the engine was plowing through an inundated section of Levee Street. Mr. Penalver is rapidly recovering.

Conductor R. B. Cooper recently departed for Cleveland, Ohio, to attend the convention of the O. R. C.

Trainmaster F. H. Anderson has returned from Harrisburg, Pa., where he was called by the death of his sister, Mrs. Anna Carlson.

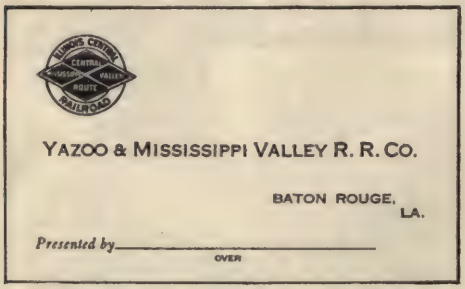
Engineer Elmer Lees and Fireman J. D. Coffey were recommended by the division and selected by the general superintendent to attend the convention of the International Railway Fuel Association as representatives of the Y. & M. V. Both men were untiring in the recent fuel campaign, and their appointment gives general satisfaction.

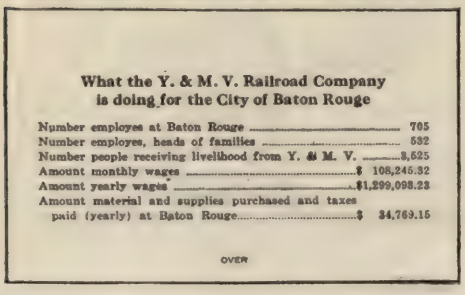
Lloyd Kiernan of Superintendent Mays' office has been transferred to the office of the general superintendent.

The Y. & M. V. Baseball Club, which won most of the games among the amateurs in the season of 1921, is in process of reorganization. The club will meet all comers in its class and hopes to make even a better record than last year.

Roy Terrell, vice-president of the Gulf Coast Line, recently made a friendly call on Superintendent Mays.

V. V. Boatner, president of the Peoria & Pekin Union, was an appreciated visitor recently.





Card Used at Baton Rouge

W. G. LLOYD COMPANY
626 to 636 Clark Street, South
CHICAGO
Manufacturers of
Perpetual Account Books
Loose Leaf Specialties and Blank Books
High Grade Printing

Chas. R. Long Jr. Co.
INCORPORATED
MANUFACTURERS OF
Railway, Station and Bridge Paint
622 to 630 East Main St.
LOUISVILLE, KY.

Illinois Central System Calls Attention to the Careful Crossing Campaign

The safety section of the American Railway Association has announced its "Careful Crossing Campaign," to be in progress from June 1 to September 30. In the past, these four months have been the worst third of the year for motor vehicle grade-crossing accidents. In preparation for the campaign, the country has been covered with posters and stickers bearing a picture of a grade-crossing scene, showing a locomotive in the act of striking an automobile occupied by men, women and children. Above the picture are these words in large letters: "Cross Crossings Cautiously."

The public will understand the seriousness of this problem when it is explained that the number of motor vehicles registered in the United States increased from 1,033,096 in 1912 to 10,449,785 in 1921. There is now one motor vehicle for every ten persons in the United States.

Some believe that it is the duty of the railroads to protect motor vehicle users from their own carelessness by separating the grades at crossings. There are 252,000 railway grade crossings in the United States. It has been estimated that it would cost $12,600,000,000 to eliminate them, or two-thirds of the total value of the railroads, as established by the Interstate Commerce Commission for rate-making purposes. It will be seen, therefore, that grade-crossing elimination is out of the question, at least for a long time to come. If the drivers of motor vehicles can be educated to "Stop, Look and Listen" at crossings, this will give the same result as the expenditure of $12,600,000,000, so far as safety is concerned.

The railroads have made splendid progress in reducing the number of accidents resulting in injury to their passengers and employes. However, motor vehicle grade-crossing accidents have been steadily increasing for years. These accidents are caused almost entirely by the negligence of motor vehicle drivers, and for that reason the efforts of the railroads to reduce them have been unavailing.

During 1920 there were 3,012 automobiles struck on grade crossings. In these accidents there were 1,273 persons killed and 3,977 persons injured. If the drivers of the motor vehicles involved in these accidents had "Stopped, Looked and Listened" at the crossings, not one of the accidents would have occurred.

A motor vehicle in the hands of a careful driver is an agency for safety. It can be driven up close to the railway track and stopped in perfect safety—differing from horse-drawn vehicles in that respect.

The Illinois Central System heartily approves the "Careful Crossing Campaign" of the safety section of the American Railway Association. We appeal to our patrons and friends and our employes to co-operate in every way possible to make the campaign successful.

We want the public to know us and what we stand for. Our motto is "Service." By co-operation with our patrons we have found many ways in which we can render them exceptional service, and our patrons, in turn, have served us well.

Constructive criticism and suggestions are invited.

C. H. MARKHAM
President, Illinois Central System.

Do You Want $200 a Week?

The Amazing Story of Carl Rowe, Who Rose From An Income of $50 A Week To $1,000 A Month

My name is Rowe—Carl Rowe. I live in a small city in New York State.

I am going to tell you an amazing story about myself. It may seem too strange to believe, but you can easily verify everything I have to say.

Two years ago I was a baker. I was struggling along, trying to make the money in my pay envelope meet the increasing expenses of our family. There was no prospect for the future.

Today, just two years later, I am a successful business man. I have plenty of money for all the things we need and want. Last month I made $876 during my spare time, and was able to put $200 a week in my savings account.

I am going to tell you how it happened.

Please remember that two years ago I had no surplus cash. I was in the same fix as nine out of ten other men. Expenses were constantly mounting and my salary, although it had increased, could not keep pace with the cost of living. My wife had to do without things that I knew she ought to have. We wanted an automobile, but we couldn't afford it. We wanted to buy our own home, but we couldn't afford that.

It made me desperate to think of what might happen if I became sick or lost my job. I worried about it, and so did my wife. We were living from hand to mouth, and we didn't know what calamity and hardships might be lurking just around the corner.

And yet—today—I own our nine-room house. I have an automobile. I have money for books, the theatre, or any other pleasures that I may want. I have the cash today to educate my son and send him through college.

Here is how it happened. One day in glancing through a magazine I read an advertisement. The advertisement said that any man could make from a hundred to three hundred dollars a month during his spare time.

I didn't believe it. I knew that I had worked hard eight hours a day for $50.00 a week, and I figured that no man could make that much during a couple of hours a day spare time.

But as I read that ad I found that it pointed to men who had made that much and more. In the last paragraph the advertiser offered to send a book without cost. I still doubted. But I thought it was worth a two-cent stamp, so I tore out the coupon and put it in my pocket and next day on my way home from work I mailed it.

When I look back to that day and realize how close I came to passing up that ad, it sends cold chills down my spine. If the book had cost me a thousand dollars instead of a two-cent stamp, it would still have been cheap. All that I have today—an automobile, my home, an established business, a contented family—all these are due to the things I learned by reading that little eight-page booklet.

There is no secret to my success. I have succeeded beyond any dream I may have had three years ago, and I consider myself an average man. I believe that I would be criminally selfish if I did not tell other people how I made my success.

All the work I have done has been pleasant and easy, and withal, amazingly simple. I am the representative in this territory for a raincoat manufacturer. The booklet that I read was one issued by that company. It tells any man or woman just what it told me. It offers to anyone the same opportunity that was offered to me. It will give to anyone the same success that it has brought to me.

The Comer Manufacturing Company are one of the largest manufacturers of high-grade raincoats on the market; but they do not sell through stores. They sell their coats through local representatives. The local representative does not have to buy a stock. All he does is to take orders for Comer raincoats and he gets his profit the same day the order is taken. Fully half my customers come to my house to give me their orders.

My business is growing bigger every month. I don't know how great it will grow, but there are very few business men in this city whose net profit is greater than mine, and I can see only unlimited opportunity in the future.

A Special Offer to Railroad Men

If you are interested in increasing your income from $100 to $1,000 a month and can devote all your time or only an hour or so a day to this same proposition in your territory, write at once to The Comer Manufacturing Company, Dayton, Ohio. This is their special offer. They will send you, without any preliminary correspondence or red tape, a complete selling outfit with full instructions, samples, style book, order book and everything you need to get started. Sign and mail the coupon now and in less than a week you can be making more money than you ever believed possible.

Cut Out and Mail

The Comer Mfg. Co.,
Dept. Y-61, Dayton, Ohio.

I am ready to start as a Comer representative if you can show me how I can make from $50.00 to $200 a week. Please send me, without any expense or obligation to me, complete outfit and instructions.

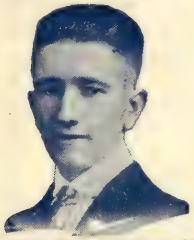
Name .....

Address .....

.....

These Men Are Making Big Money

Here are just three of the Comer Representatives who are making large profits and making them easily. They find that they can take an hour or so of spare time any day and make plenty of extra money. Or they can devote all their time to Comer work and make large and steady income. Read their records and hear what they have to say regarding the Comer Way of making big money.



Carl P. King, of Kentucky, a machinist, says: "Since I received my outfit the time I've spent calling on customers has paid me $3.00 an hour profit."

F. E. Wright, South Carolina, railroad man, finds the Comer Agency a great profit maker. $256.56 for one month's leisure hours' effort.

J. J. Maher, of Maine, finds the Comer Business a sure way to steady and large profits. He averages $250 to $350 a month and frequently goes over the $500 mark.

You can make profits like these just as easily as King, Wright and Maher. You don't need experience or previous training to start. The Comer Way shows you how to make big money from the first day, and how to keep right on making it.

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